The BULLETIN OF THE BEAUX-ARTS INSTITUTE OF DESIGN

CORRESPONDING MEMBER SCHOOLS

SCHOOL YEAR 1950-1951

CATHOLIC UNIVERSITY OF AMERICA
CLEMSON AGRICULTURAL COLLEGE
DELEHANTY INSTITUTE, NEW YORK
GEORGIA INSTITUTE OF TECHNOLOGY
ILLINOIS INSTITUTE OF TECHNOLOGY
INSTITUTE OF DESIGN AND CONSTRUCTION
KANSAS STATE COLLEGE OF AGRICULTURE AND APPLIED SCIENCE
NORTH CAROLINA STATE COLLEGE
OHIO STATE UNIVERSITY
OHIO UNIVERSITY
OKLAHOMA AGRICULTURAL AND MECHANICAL COLLEGE
PENNSYLVANIA STATE COLLEGE
PRINCETON UNIVERSITY
RICE INSTITUTE
SYRACUSE UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF ILLINOIS, URBANA
UNIVERSITY OF ILLINOIS, NAVY PIER, CHICAGO
UNIVERSITY OF KENTUCKY
UNIVERSITY OF NEBRASKA
UNIVERSITY OF NEW MEXICO
UNIVERSITY OF NOTRE DAME
UNIVERSITY OF PENNSYLVANIA
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WASHINGTON UNIVERSITY, ST. LOUIS
WESTERN RESERVE UNIVERSITY, CLEVELAND
UNIVERSITY OF MANITOBA, CANADA
ECOLE DES BEAUX ARTS DE MONTREAL, CANADA

DEPARTMENT OF ARCHITECTURE

AMERICAN INSTITUTE OF ARCHITECTS
AMERICAN INSTITUTE OF DECORATORS
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
SOCIETY OF MURAL PAINTERS
SOCIETE DES ARCHITECTES DIPLOMES P.G.F.
NATIONAL SCULPTURE SOCIETY

SOCIETIES COOPERATING

THE BULLETIN OF THE

BEAUX-ARTS INSTITUTE OF DESIGN

JUNE 1951 VOL.XXVII NUMBER FIVE SCHOOL YEAR 1950-1951

CONTENTS

ARCHITECTURE

MAY 5, 1951 A CHAPEL FOR A SMALL COLLEGE - MARBLE INSTITUTE OF AMERICA PRIZE
CLASS C PROBLEM IV PAGE 51

JUNE 5, 1951 AN AIRPORT TERMINAL BUILDING - ARCHITECTURAL RECORD PRIZE
CLASS A PROBLEM IV PAGE 55

AN HISTORICAL MARKER
CLASS B SKETCH IV PAGE 58

DANCE PAVILION ON A PIER
CLASS A SKETCH IV PAGE 59

JUNE 9, 1951 A SUMMER ART COLONY - KENNETH M. MURCHISON PRIZE
ALBANY, N.Y. CLASS B PROBLEM IV PAGE 60

PAGES IN THIS ISSUE #51 - 65
REPRODUCTIONS OF DESIGNS IN THIS ISSUE #70 - 89 (TOTAL OF 18 PLATES)

THE REPORTS OF THE JURY IN THE BULLETIN ARE PRESENTED AS AN UNOFFICIAL OPINION BY A MEMBER OF THE JURY DELEGATED FOR THIS PURPOSE, AND SHOULD NOT BE INTERPRETED AS THE COLLECTIVE OPINION OF THE JURY.

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beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

department of architecture: 1950-1951 fifty-eighth school year

class C problem 4

exercise any 5 weeks between:
february 26 and april 21, 1951
judgment in chicago (university of illinois, navy pier)
may 5, 1951

a chapel for a small college
marble institute of america prize

Kenneth Reid, the author, of East Dorset, Vermont, is a graduate of M.I.T. He was editor of Pencil Points and Progressive Architecture from 1926 to 1946. Now consulting editor on architectural books for Architectural Record, he has been a resident of Vermont for the past four years and is the President of the Vermont Chapter of the A.I.A.

At the bequest of an alumnus, a small, non-sectarian, liberal arts college, located on the outskirts of a small city, has acquired funds to go ahead with a long-cherished project—a Memorial Chapel which will serve as the center for the religious activities of the students. The site lies approximately at the center of the campus, next to the Administration building, and is easily accessible from the dormitories and classrooms. It is an approximately square, level area of about an acre, which runs 200 feet along the west side of the main driveways of the grounds.

The existing buildings, erected at different times over a century of growth, are of miscellaneous architectural character, mostly ivy-clad brick and limestone, but none are of distinguished design. There is, accordingly, no strong conviction on the part of the officers and trustees that any established "style" be followed. They are simply anxious that this chapel should reflect the tradition of liberalism that has marked the development of the college. The present educational policy is closely keyed to the realities of contemporary life; there is no "ivory tower" attitude discernible in either administration or faculty. There is a general sentiment, however, that this building should have true architectural merit and should express the very real aspiration of man toward spiritual betterment. Warmth, beauty and a sense of richness achieved through the use of fine materials rather than severe austerity are desirable.

Though the student body numbers not more than 200 and chapel attendance is not compulsory, the chapel should seat 300 people to take care of special occasions such as baccalaureate services which will be attended by parents and other outside visitors.

Since music is a strong curricular interest, space for an organ console and choir of 40 members is needed. These may be placed at either end of the chapel or at one side. In addition an organ chamber (150 sq. ft.), a small room for the organist (80—100 sq. ft.), and a generous vestry for the choir (240—300 sq. ft.) are required. A rehearsal room for the choir may be located in the basement.

A marble altar should form the dominant feature of the interior design. Marble may be used as a veneer in the chancel, as pierced or translucent screens or as paving for the floor and aisles—at the discretion of the designer.

The resident chaplain will frequently invite distinguished churchmen to participate in or officiate at the services. Therefore, the vestry for clergy should be well appointed and commodious (250 sq. ft.). There should be seating for several visitors in the chancel. Either two pulpits or a pulpit and a lectern are required.

Aisle space should be adequate for student processions, wedding and funeral services. There should be an ample narthex or vestibule of about 600 sq. ft. at the entrance to the chapel for the assembly of participants. Sheltered access between the two ends of the building may be provided on the main level or through the basement where a heater room, toilets, a janitor's room, storage, etc. will be located.

It is anticipated that alumni gifts will be forthcoming for a carillon tower, which should be incorporated in the design, though it may not be built immediately.

REQUIRED: (Sheet size 31″ x 40″)

Plans, two elevations and longitudinal section at 1/8″ scale.

Interior perspective (in color to represent materials) looking toward altar, scaled to fill balance of sheet.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

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Interior perspective (in color to represent materials) looking toward altar, scaled to fill balance of sheet.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

CLASS C PROBLEM IV
MARBLE INSTITUTE OF AMERICA PRIZE

A CHAPEL FOR A SMALL COLLEGE
AUTHOR - KENNETH REID. EAST DORSET, VT.

JURY OF AWARD - MAY 5, 1951 - NAVY PIER, CHICAGO, ILL.

ROY B. BLASS
PIERRE BLOUKE
EDWIN C. BRUNO
EDWARD L. BURCH, JR.
OTOKAR CERNY
HOWARD L. CHENEY
THOMAS EDWARD COOKE
WILLIAM F. DEKNATEL
CHARLES H. DORNBUSCH
HOWARD T. FISHER
HARMON H. GOLDSTONE
MICHAEL M. HARRIS
MORRIS C. HERTEL
T. M. HOFMEESTER
MARK D. KALISCHER
FRED. DANIEL KAY
SAMUEL A. LICHTMANN
BENJ. FRANKLIN OLSON
LOUIS A. PIROLA
JOHN A. PRUYN
EARL H. REED
HAROLD F. REYNOLDS
WM. JONES SMITH
WALTER H. SOBEL
RALPH E. STOETZEL
W. LINDSAY SUTER
WM. CAMPBELL WRIGHT

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A.H.COERVER, R.H.FLINT, WM. FERRARINI,
FRED PLIMPTON, ROMER SHAWHAN, DIRECTOR

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D. A. HAMILTON, DWIGHT E. STEVENS, OKLAHOMA A. & M. COLLEGE
FREDERICK D. MILES, UNIVERSITY OF ILLINOIS, URBANA
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ALARD OLGAY, VITO A. GIRONE, UNIVERSITY OF NOTRE DAME
ALLAN WALLSWORTH, MILWAUKEE, WISC.

SPONSOR: PROFESSOR H. B. MCELDOWNEY, UNIVERSITY OF ILLINOIS, NAVY PIER

PARTICIPANTS:
LAYTON SCHOOL OF ART, MILWAUKEE
OKLAHOMA AGRIC. & MECH. COLLEGE
RICE INSTITUTE, HOUSTON
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF ILLINOIS, URBANA
UNIVERSITY OF ILLINOIS, NAVY PIER
UNIVERSITY OF NEW MEXICO
UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND
UNAFFILIATED:
NEW YORK, N. Y.
SAN DIEGO, CALIF.

REPORT OF THE JURY - BY EARL H. REED, JR.

THE PAINSTAKING JUDGMENT BY A JURY OF FORTY CHICAGO ARCHITECTS, WAS CLOSELY GUIDED BY THE REQUIREMENTS OF THE PROGRAM: THE IVY CLAD, MISCELLANEOUS, OLD STRUCTURES OF A SMALL COLLEGE WITH A TRADITION OF LIBERALISM, PERMITTED DESIGN FREEDOM; THE EXPRESSION OF ASPIRATION TOWARD SPIRITUAL BETTERMENT, AND THE USE OF RICH MATERIALS TO ACHIEVE WARMTH, BEAUTY AND RICHNESS WERE EMPHASIZED. THE LOCATION OF THE CHAPEL IN A TINY COLLEGE STRONGLY SUGGESTED A SOLUTION OF INTIMATE SCALE. VIOLATION OF THIS LAST REQUIREMENT ACCOMPANIED BY A FREQUENT TENDENCY TOWARD OVER-ELABORATION OF FORM, WAS THE MOST COMMON FAULT NOTED:

AGAIN, MANY PROBLEMS SUGGESTED A TOO READY REFERENCE TO PUBLISHED CURRENT WORK RATHER THAN TO ORIGINALITY THROUGH CREATIVE DESIGN PROCESSES. THE IMPORTANCE OF MUSIC, INCLUSION OF MARBLE AND PROVISION OF AISLE SPACE FOR PROCESSIONALS WAS KEPT IN MIND BY THE JUDGES AS WERE THE SIMPLE PLAN ELEMENT RELATIONSHIPS. GOOD HANDLING OF CIRCULATION, AMPLE AND GRACIOUS APPROACHES AND ENTRANCES, AND CLARITY OF PLAN AND ELEVATION DESIGN FORMS WERE ALSO TAKEN INTO CONSIDERATION. "IT'S NOT THE WILDEST IDEA THAT'S THE BEST", A STUDENT OBSERVER OF THE JUDGMENT WAS HEARD TO REMARK - WITH THIS THE JURY FULLY AGREED IN ITS DECISIONS. IN GENERAL THE JURY WAS IMPRESSED BY THE HIGH AVERAGE QUALITY OF THE DRAWINGS SUBMITTED.

THE FIRST PRIZE, A DRAWING BY E.M.WHEELER, OKLAHOMA AGRIC. & MECH. COLLEGE, AWARDED FIRST MENTION PLACE, WAS A VERY UNASSUMING AND ATTRACTIVE DESIGN OF GREAT FEASABILITY, SUITABLY SCALED TO A COLLEGE OF 200 STUDENTS. A PITCHED ROOF EXTERIOR IN WOOD TOGETHER WITH AN INTERIOR OF STRONG RELIGIOUS CHARACTER FORMED A DISTINGUISHED WHOLE. A SIMPLE MARBLE ALTAR AND BACK WALL, INGENIOUSLY SIDE-LIGHTED, DOMINATED THE INTERIOR. THE PLAN WAS EXTREMELY DIRECT, WELL PROPORTIONED, AND HAD WELL RELATED ELEMENTS. THIS STRAIGHTFORWARD UNFORCED, DESIGN IS THE SORT THE MEMBERS OF THE JURY WOULD LIKE TO SEE BUILT.

THE SECOND PRIZE DESIGN BY P.MESSICK, OKLAHOMA AGRIC. & MECH. COLLEGE, AWARDED FIRST MENTION PLACE, WAS ADMIRED BECAUSE OF ITS GREAT ORIGINALITY, APPROPRIATE SCALE AND WORKABILITY. IT WAS PRESENTED IN OUTSTANDING FASHION, INDICATING A RICH AND VARIED TREATMENT OF MARBLE. THE PULPIT WAS PLACED AT THE SIDE IN INTIMATE RELATIONSHIP TO THE CONGREGATION. ALL PLAN REQUIREMENTS WERE MET AND NOVEL FORMS EMPLOYED — A CREDITABLE ACHIEVEMENT FOR A CLASS "C" DESIGN STUDENT. CERTAIN TECHNICAL DIFFICULTIES IMPLIED IN THE DESIGN WOULD HAVE TO BE SKILLFULLY SOLVED WERE IT TO BE BUILT.

THE THIRD PRIZE DESIGN BY E.C.FIKE, OKLAHOMA AGRIC. & MECH. COLLEGE, ALSO FIRST MENTION PLACED, LIKE THE FIRST PRIZE WAS UNPRETENTIOUS AND MODESTLY SCALED TO ITS SURROUNDINGS. AGAIN PITCH-ROOFED, IT DEMONSTRATED THE POSSIBILITIES OF A FRESH APPROACH EMPLOYING FAMILIAR, REMINISCENT ELEMENTS. THE INTERIOR, INCLUDING A BLACK MARBLE ALTAR SET ON A GREEN PLATFORM AND PLACED AGAINST A TAN BACKGROUND FLANKED BY FIN-LIKE MARBLE SLABS WAS ORIGINAL ADN SUCCESSFUL, CONTRIBUTING GREATLY TO THE RELIGIOUS CHARACTER.

THE FOURTH PRIZE AND FIRST MENTION PLACE AWARDED TO R.J.KLEPITSCH, UNIVERSITY OF ILLINOIS, NAVY PIER, FOR A DESIGN GOOD IN SCALE AND WITH CLEAR DEVELOPMENT OF ITS PLAN REQUIREMENTS. DIMINISHING PARABOLIC STRUCTURAL MEMBERS MARKEDLY ACCENTED THE ALTAR AND A VIVACIOUS CARILLON TREATMENT, UNDER AN UPTURNED SLAB, WAS NOTED BY THE JURY. HOWEVER, THE JURY HAD SOME APPREHENSION, AS IT HAD WITH THE SECOND PRIZE, THAT WERE THIS DESIGN BUILT IT MIGHT ATTRACT MORE ATTENTION TO ITS OWN ARRESTING ARCHITECTURAL PERSONALITY THAN TO THE HIGH SPIRITUAL IDEALS SUGGESTED IN THE EXCELLENT PROGRAM FOR THE COLLEGE.

COMMENTS BY ROMER SHAWHAN, R.A., MANAGING DIRECTOR MARBLE INSTITUTE OF AM. INC.

THIS IS THE SECOND YEAR THE MARBLE INSTITUTE OF AMERICA HAS OFFERED CASH PRIZES FOR DESIGN PROBLEMS IN WHICH THE PROGRAM HAS STRESSED THE DECORATIVE USE OF MARBLE AS AN INTERIOR FINISHING MATERIAL.

LAST YEAR'S CLASS "B" PROBLEM, "A COURT HOUSE LOBBY", WRITTEN BY MR. HOWARD L. CHENEY OF CHICAGO, ILLINOIS, WAS A VERY INTERESTING ONE AND WHILE THE FINAL RESULT PRODUCED SOLUTIONS MERITING FIRST, SECOND, THIRD AND FOURTH PRIZES, IT WAS EVIDENT TO THE JURY THAT FOR THE MOST PART THE STUDENTS HAD BEEN TAKEN OFF GUARD. THE PROGRAM WAS DEFINITELY A CHANGE OF PACE. A DEFINITE PLAN WAS GIVEN, THEY DID NOT HAVE TO SEARCH FOR ONE AND THIS BROUGHT ABOUT CONSIDERABLE CONFUSION IN THE MINDS OF THE STUDENTS IN THAT THERE WAS NOTHING TO DO BUT DESIGN DECORATIVE SURFACES WITH THE ACCENT ON MARBLE. MR. CHENEY'S PROGRAM DEMONSTRATED TO THE JURY IN NEW YORK THE NECESSITY FOR, AND THE TIMELINESS OF, THIS TYPE OF PROBLEM.

THIS YEAR'S CLASS "C" PROBLEM IV, "A CHAPEL FOR A SMALL COLLEGE", BY MR. KENNETH REID OF EAST DORSET, VERMONT, FOUND THE FUNDAMENTAL NECESSITY OF THINKING IN PLAN, SECTION, ELEVATION, PERSPECTIVE AND IN THE APPROPRIATE USE OF MARBLE AS A DECORATIVE AND UTILITARIAN INTERIOR FINISHING SURFACE, MUCH BETTER GEARED TO THE MENTAL PROCESSES OF THE STUDENT, AS EVIDENCED BY MOST OF THE DESIGNS SUBMITTED.

FOR THE MOST PART THESE INDICATED THAT THE BASIC REQUIREMENTS OF THE PROGRAM WERE CONSTANTLY KEPT IN MIND WHICH RESULTED IN A VERY SMALL PROPORTION OF ELIMINATIONS DUE TO HORS DE CONCOURS.

THAT FORTY CHICAGO ARCHITECTS COULDN'T BE WRONG WAS EVIDENCED BY THE FACT THAT THE SUB-JURIES IN THE EARLY STAGES OF JUDGING BROUGHT TO THE SURFACE A GROUP OF DRAWINGS, THE PARTIS OF WHICH, WHILE SIMILAR IN MOST CASES, DID SPELL A SOLUTION ALONG SIMPLE, SENSIBLE, APPROPRIATE, PRACTICAL AND DECORATIVE LINES.

STUDENTS FROM THE OKLAHOMA AGRIC. & MECH. COLLEGE, IN WINNING FIRST, SECOND AND THIRD PRIZES OUT OF FOUR OFFERED, ARE CERTAINLY TO BE CONGRATULATED!

THE MARBLE INSTITUTE OF AMERICA ALSO CONGRATULATED THE STUDENTS WHO WERE PLACED, FROM THE UNIVERSITY OF ILLINOIS, NAVY PIER AND UNIVERSITY OF NOTRE DAME AND TO THE MANY OTHERS WHO PARTICIPATED IN THE COMPETITION.

THE MARBLE INSTITUTE OF AMERICA IS VERY GRATIFIED OVER THE PROGRESS MADE BY THE STUDENTS IN FEATURING, IN GOOD TASTE, THE USE OF MARBLE AND TRUSTS THE PROGRAM FOR NEXT YEAR'S MIA PROBLEM MAY BRING ABOUT AN EVER INCREASING TURNOUT OF CONTESTANTS.

SUMMARY OF AWARDS:

6 FIRST MENTION PLACED 5 FIRST MENTION 64 MENTION 4 HORS CONCOURS
68 NO AWARD 147 TOTAL SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: FIRST MENTION PLACED- E.M.WHEELER FIRST PRIZE P.MESSICK, SECOND PRIZE; E.C.FIKE, THIRD PRIZE; R.K.FULHAGE. FIRST MENTION- J.W.CARMICHAEL, B.J.FLEMING, E.M.TODD,JR.; MENTION- J.BICKING, L.E.DURSCHER, W.D.MAUCH, W.SMITH, J.D.WALKER, P.C.WILLIAMS.
RICE INSTITUTE: MENTION- T.F.ARNER, R.T.BISSELL, R.A.BRAMAN, J.W.CHRISTOPHER N.D.DAVIS, J.F.DOWDEN, V.J.HIGGINS, N.T.LACY, R.MORRIS.

TEXAS TECHNOLOGICAL COLLEGE: MENTION- J.THORNTON. HORS CONCOURS- B.STEELY.
UNIVERSITY OF ILLINOIS, URBANA: MENTION- R.W.ADAMS, R.A.ANOVITZ, C.E.BANKS, R.D.BLAKE, B.M.BORKON, J.P.BRUCHMANN, D.S.CARLSON, E.A.COOK, L.COUCH, J.H.DABBERT, J.M.FLOM, G.D.GERMANSON, C.D.GLENN, D.L.GLUECK, S.L.GOLDBERG, H.C.GRIFFITH, T.C.LUNDEEN, R.MASUYAMA, R.W.MAYNE, P.NG, H.M.O'CONNELL,JR., V.PETRAUSKAS, H.POST, O.G.SALAVA, R.E.STEINHAGEN, K.W.EKMAN, T.FREEMAN, S.M.MILLS, S.WEISS.
UNIVERSITY OF ILLINOIS, NAVY PIER: FIRST MENTION PLACED- R.J.KLEPITSCH, FOURTH PRIZE. MENTION- G.R.BOLDT, A.BORASH, D.DERRICK, C.RAUCHENBERGER, R.L.SCHWARTZ, T.YAMATANI. HORS CONCOURS- A.W.DONNER, D.JOHNSON, H.J.TEJES.
UNIVERSITY OF NOTRE DAME: FIRST MENTION PLACED- M.NIEMAN. FIRST MENTION- R.BAYLESS, P.CORKER, MENTION- P.CROWE, H.HOFFMAN, E.LITTLE, P.LYNCH, B.MEHOFF, G.PRISCO, M.SUTTON.
WESTERN RESERVE UNIVERSITY, CLEVELAND: MENTION- A.J.BURIN, D.G.DEANGELIS, J.J.MCANDREWS, W.J.PERKOVIC.
UNAFFILIATED: SAN DIEGO: MENTION- R.L.EGGERS

INDEX OF REPRODUCTIONS:

CLASS C PROBLEM IV - A CHAPEL FOR A SMALL COLLEGE
MARBLE INSTITUTE OF AMERICA PRIZE - MAY 5, 1951, NAVY PIER, CHICAGO, ILL.

70. E.M.WHEELER, OKLAHOMA A. & M. COLLEGE FIRST PRIZE, FIRST MENTION PLACED

71. P.MESSICK, OKLAHOMA A. & M. COLLEGE SECOND PRIZE, FIRST MENTION PLACED

72. E.C.FIKE, OKLAHOMA A. & M. COLLEGE THIRD PRIZE, FIRST MENTION PLACED

73. R.KLEPITSCH, UNIVERSITY OF ILLINOIS NAVY PIER FOURTH PRIZE, 1ST MENTION PL.

74. M.NIEMAN, UNIVERSITY OF NOTRE DAME FIRST MENTION PLACED

75. R.K.FULHAGE, OKLAHOMA A. & M. COLLEGE FIRST MENTION PLACED

REPRODUCTIONS OF WORK OF THE CURRENT SCHOOL YEAR
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REMITTANCE MUST ACCOMPANY ORDER.

beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

ment of architecture: 1950-1951 fifty-eighth school year

class A

problem 4

exercise any 5 consecutive weeks
between march 12 and may 14, 1951
judgment on or about
may 29, 1951

an airport terminal building
architectural record prize

R PROKOSCH, New York, N. Y., the author, has practiced architecture since 1936. In 1941 he became associated with Fairchild Engine and Airplane Corporation, and in 1945 was made architect for Eastern Air Lines, Inc. and designed their airports and all other facilities. In 1947 he became vice president of George S. Armstrong & Co., Inc., and since 1948 he has been associate in charge of airport planning and architectural design for Kaminer, Tripetts, Adams Engineering Co. He is also author of numerous articles and co-author of the book "Airport Planning."

ion

rport for which the terminal is to be designed e a large city in a southern area. The coldest ure is 55°. Prevailing winds are from the east. selected is about 5 miles distant from the business, on a major highway.

ary Factors

eliminary engineering studies for the airport, hat on the basis of air traffic, location, and geond conditions, have resulted in the adoption of Hal architectural runway and taxiway pattern the accompanying diagram, and these may not d. Cargo buildings, hangars, etc. will be located e on the vast site and are not a part of this pro-

ffic

ional and express domestic flights and international will be handled at the airport. Approximate-half of the traffic is domestic. A fair amount of traffic occurs between domestic and international ghts and all this must be efficiently handled in nal building.

domestic flights, outbound passengers need be d only at the airline ticket counters; inbound ers require no processing, but should have con-access to inbound baggage counters. For inter-l flights, outbound passengers are checked by tion and Internal Revenue agents who should positions adjacent to international airline ticket inbound passengers must pass successively Public Health, Immigration and Customs before mitted to public spaces.

w Arrangement

ere to successful terminal operation lies in ob-maximum utilization of the airplane loading po-Thus, planning effort should be directed toward g airplanes to be docked in the simplest manner engers to be loaded or unloaded must directly . To. In addition to passengers, baggage, and and cargo must also be loaded or unloaded from an airplane while it is docked at the terminal apron.

Concessions should be arranged in such a manner that they will be patronized to the fullest extent by passengers and visitors, but should not interfere with the smooth flow of public circulation.

Passengers and visiting public should be segregated as much as possible from the operational aspects of the terminal.

Car parking should be broken down into various areas according to length of stay. Smaller lots for short-term parking will be closer to the terminal, taxi stands will be immediately adjacent, etc.

V. *Building Areas*

The following table of building areas is offered as a guide for evolving the plan of the terminal building and adjacent areas. Deviations of plus or minus 10% may be tolerated without seriously affecting the operational quality of the scheme.

SPACE SCHEDULE

Necessary		*Sq. Ft.*	*Lineal Ft.*
1. *Airlines**			
International	"A"—operations	10,000	
	"A"—ticket counter		40
	"B"—operations	8,000	
	"B"—ticket counter		30
	"C"—operations	4,500	
	"C"—ticket counter		20
Domestic	"D"—operations	6,000	
	"D"—ticket counter		20
	"E"—operations	3,000	
	"E"—ticket counter		20

*Operations space is to be shown only as blocks of office space. Approximately 15% of the operations space allotted to each airline should be contiguous to its ticket counter. The balance may be located elsewhere, even on another floor if desired.

2. Government Agencies

	Sq. Ft.
Immigration	5,000
Public Health	4,000
Customs	5,000
Internal Revenue	500
C.A.A.	5,000
Weather Bureau	2,500
Control Tower	1,000
Post Office	3,500
Cargo	[illegible] sq. ft. cargo terminal

beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

ment of architecture: 1950-1951 fifty-eighth school year

class A problem 4

exercise only 5 consecutive weeks
between march 12 and may 14, 1951
judgment on or about
may 29, 1951

an airport terminal building architectural record prize

ER PROKOSCH, New York, N. Y., the author, has practiced architecture since 1934. In 1941 he became associated with Fairchild Engine and Airplane Corporation, and in 1943 was made architect for Eastern Air Lines, Inc. and designed their airports and all other facilities. In 1947 he became vice president of George S. Armstrong & Co., Inc., and since 1949 he has been associate in charge of airport planning and architectural design for Knappen, Tippetts, Abbett Engineering Co. He is also author of numerous articles and co-author of the book "Airport Planning."

tion

irport for which the terminal is to be designed e a large city in a southern area. The coldest ure is 55°. Prevailing winds are from the east. selected is about 5 miles distant from the busict, on a major highway.

ry Planners

eliminary engineering studies for the airport, out on the basis of air traffic location, and prewind conditions, have resulted in the adoption of allel unidirectional runway and taxiway pattern the accompanying diagram, and these may not d. Cargo buildings, hangars, etc. will be located on the vast site and are not a part of this pro-

ffic

local and express domestic flights and interrafic will be handled at the airport. Approxione-half of the traffic is domestic. A fair amount fer traffic occurs between domestic and interrafights and all this must be efficiently handled in tral building.

omestic flights, outbound passengers need be d only at the airline ticket counters; inbound er require no processing, but should have coness to inbound baggage counters. For interflights, outbound passengers are checked by tion and Internal Revenue agents who should positions adjacent to international airline ticket inbound passengers must pass successively Public Health, Immigration and Customs before mitted to public spaces.

e Arrangement

ey to successful terminal operation lies in obmaximum utilization of the airplane loading poThus, planning effort should be directed toward g airplanes to be docked in the simplest manner engers to be loaded or unloaded most directly ekly. In addition to passengers, baggage, mail and cargo must also be loaded or unloaded from an airplane while it is docked at the terminal apron.

Concessions should be arranged in such a manner that they will be patronized to the fullest extent by passengers and visitors, but should not interfere with the smooth flow of public circulation.

Passengers and visiting public should be segregated as much as possible from the operational aspects of the terminal.

Car parking should be broken down into various areas according to length of stay. Smaller lots for short-term parking will be closer to the terminal; taxi stands will be immediately adjacent; etc.

V. Building Areas

The following table of building areas is offered as a guide for evolving the plan of the terminal building and adjacent areas. Deviations of plus or minus 10% may be tolerated without seriously affecting the operational quality of the scheme.

SPACE SCHEDULE

Occupant		Sq. Ft.	Lineal Ft.
I. Airlines*			
International	"A"—operations	10,000	
	"A"—ticket counter		40
	"B"—operations	8,000	
	"B"—ticket counter		30
Domestic	"C"—operations	1,500	
	"C"—ticket counter		20
	"D"—operations	6,000	
	"D"—ticket counter		20
	"E"—operations	3,000	
	"E"—ticket counter		20

*Operations space to be shown only as blocks of office space. Approximately 15% of the operations space allotted to each airline should be contiguous to its ticket counter. The balance may be located elsewhere, even on another floor if desired.

2. Government Agencies

	Sq. Ft.
Immigration	5,000
Public Health	4,000
Customs	3,000
Internal Revenue	500
C.A.A.	8,000
Weather Bureau	2,500
Control Tower	1,000
Post Office	4,000
Cargo	(in separate cargo terminal)

	No.
3. Public Spaces	
Waiting room(s)	30,000
Observation deck(s)	0,000
Nursery	1,000
Toilets	2,000
Stairs and Corridors	6,000
Information booth	200
4. Service Space	
Airport Administrative Offices	1,000
Airport Operations Office	1,000
Janitors Lockers and Toilets	800
Janitors Sleeper Toilets	800
Mechanical Equipment Rooms	1,500
5. Concessions	
Office space	2,000
Restaurant	4,000
Gift Shop	4,000
Snack Bar	600
Kitchen	1,500
Barber Shop	500
Drug Store	1,000
Florist	500
Gift Shop	500
Newsstand	800
Western Union	100
Branch Bank	600
Auto Rental	100
Telephone	15
Parcel lockers	200
6. Vehicle Parking	
Taxis	30
Automobiles	800
7. Permanent Employees	750
8. Free Floor Transients	
Passengers	600
Visitors	1,500

9. Airplane Loading Positions

The unit is a circle 150' in diameter i.e. th loading apron, variation not permitted.

REQUIRED: (Sheet size 31" x 40")

1. General Plan.—At the scale of 1" equals 5' will show the runway and taxiway pattern, the area layout, including airplane loading positions block form, and the inter-relationship between flow lines may be drawn to indicate the po airplanes on the field. Length of runways may cut and dimensioned if necessary.

2. Floor Plans; Section and Field Elevation tions—scale 1/32" to the foot. To indicate the areas enumerated in the space schedule, and clearly show the building functions. It is not on this plan to show parking arrangements. indicated, clearly identified, in block form on the plan.

WALTER COLVIN

Bibliography:

Publications of the Civil Aeronautics Administ obtainable through: Office of Aviation Info C.A.A.A., Washington 25, D.C.

Airport Design

Airport Terminal Design

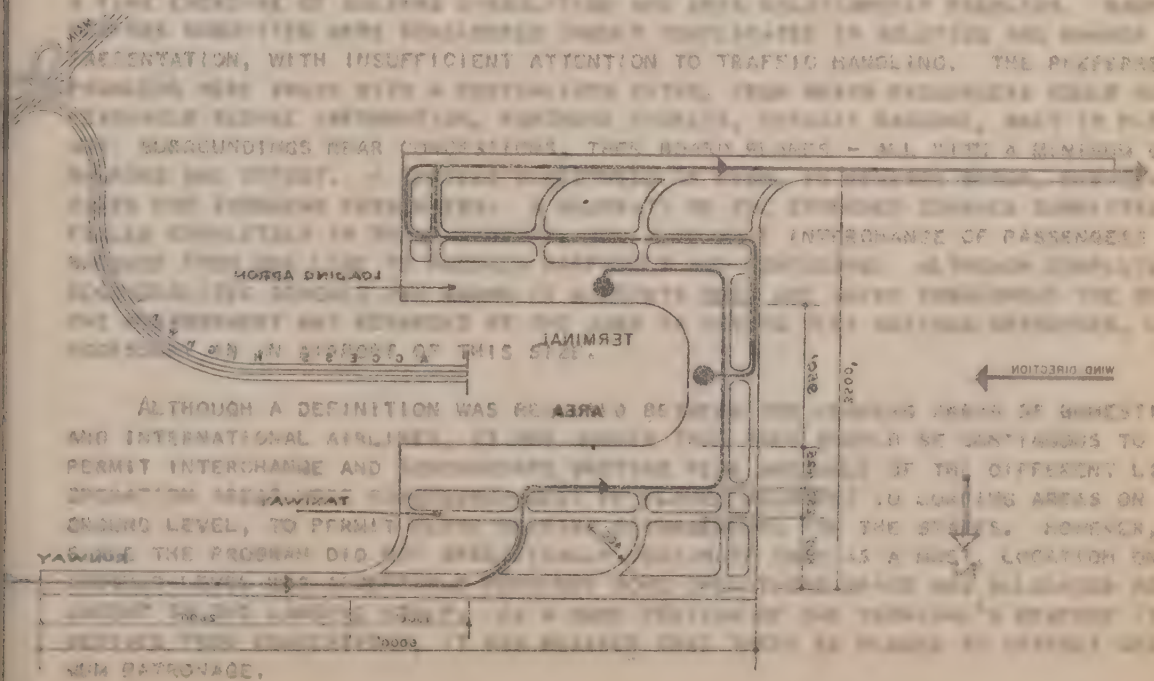
Space Utilization at Airport Terminal-

"Airport Planning" by Charles Proseck and Proseck; 1940; John Wiley & Sons, 440 Fo nue, N. Y.

"Airports and Air Traffic," by J. W. Wood, 191 and-McGraw, Inc., 330 West 42th Street, New Y

Architectural Record, January 1951.

In addition to the titles listed above, the hope to issue very shortly after the beginning problem an extensive supplemental bibliography prepared by the Washington Staff of the American of Architects.



Mandatory requirements and regulations governing this problem are stated in the Catalog of Int tion of the Department of Architecture for the School Year 1950-1951. A copy will be sent on re

	No.
3. *Public Spaces*	
Waiting room(s)	30,000
Observation deck(s)	6,000
Nursery	1,000
Toilets	2,000
Stairs and Corridors	6,000
Information booth	200
4. *Service Space*	
Airport Administrative Offices	1,000
Airport Operations Office	1,000
Porters Lockers and Toilets	800
Employees Toilets	800
Mechanical Equipment Rooms	1,500
5. *Concessions*	
Office space	2,000
Restaurant	4,000
Coffee Shop	4,000
Snack Bar	600
Kitchen	1,500
Barber Shop	500
Drug Store	1,000
Florist	500
Gift Shop	500
Newsstand(s)	800
Western Union	100
Branch Bank	600
Auto Rental	100
Telephones	15
Parcel lockers	200
6. *Vehicle Parking*	
Taxis	30
Automobiles	800
7. *Permanent Employees*	750
8. *Peak Hour Transients*	
Passengers	600
Visitors	1,500

9. *Airplane Loading Positions* .....
The unit is a circle 150′ in diameter in the loading apron, variation not permitted.

REQUIRED: (Sheet size 31″ x 40″)

1. *General Plan*—At the scale of 1″ equals 500 will show the runway and taxiway pattern, the te area layout, including airplane loading positio block form, and the inter-relationship between th Flow lines may be drawn to indicate the progr airplanes on the field. Length of runways may be cut and dimensioned if necessary.

2. *Floor Plans; Section and Field Elevation or tions*—scale 1/32″ to the foot. To indicate the areas enumerated in the space schedule, and to clearly how the building functions. If it is not p on this plan to show parking arrangements, they indicated, clearly identified, in block form on the g plan.

Bibliography:

Publications of the Civil Aeronautics Administratio (obtainable through: Office of Aviation Inform C.A.A.A., Washington 25, D.C.)
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Airport Terminal Design
Space Utilization at Airport Terminals

"Airport Planning" by Charles Froesch and W Prokosch; 1946; John Wiley & Sons, 440 Fourt nue, N. Y.

"Airports and Air Traffic," by J. W. Wood, 1949 ard-McCann, Inc., 2 West 45th Street, New York

Architectural Record, January 1951.

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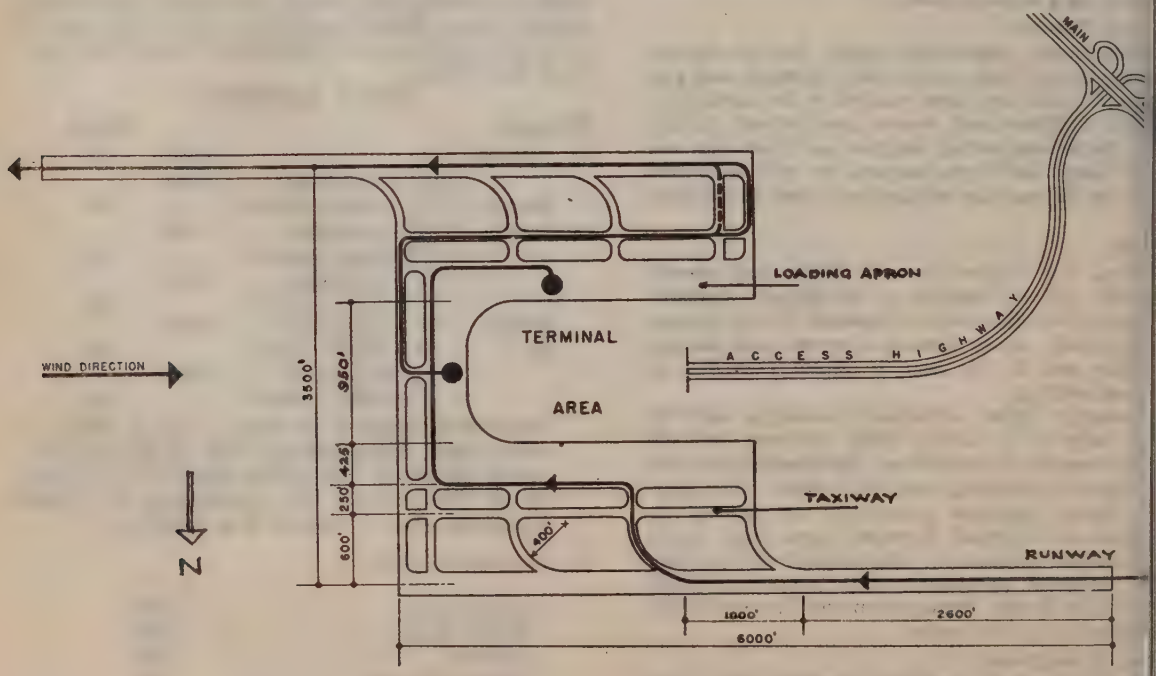

PARALLEL UNI-DIRECTIONAL RUNWAY AIRPORT

Mandatory requirements and regulations governing this problem are stated in the Circular of In tion of the Department of Architecture for the School Year 1950-1951. A copy will be sent on r

CLASS A PROBLEM IV - ARCHITECTURAL RECORD PRIZE AN AIRPORT TERMINAL BUILDING
WALTHER PROKOSCH, NEW YORK, N.Y.

JURY OF AWARD - JUNE 5, 1951

PHILIP CHU
ALONZO W. CLARK, III
WALTER COLVIN
RENE DEBLONAY
TORQUATO DEFELICE
GEORGE DOCZI
ARTHUR S. DOUGLASS, JR.
LESTER GEIS
M. MILTON GLASS
JACQUES GUITON
MICHAEL M. HARRIS
BERNARD HOESLI
BERNARD HORWITZ
WALTHER PROKOSCH
HERBERT L. SMITH, JR.
RICHARD B. SNOW
ROGER SPROSS
BRADFORD S. TILNEY
WILLIAM VAN ALEN
WYNANT D. VANDERPOOL
SHERRILL WHITON
J.H.WHITTLESEY
WILLIAM D. WILSON

PARTICIPANTS:
OKLAHOMA AGRIC. & MECH. COLLEGE
PRINCETON UNIVERSITY
UNIVERSITY OF ILLINOIS, URBANA

UNAFFILIATED:
CHICAGO, ILLINOIS
LOS ANGELES, CALIF.

REPORT OF THE JURY - BY HERBERT L. SMITH, JR.

IN THE OPINION OF THE JURY, THIS SEEMINGLY COMPLEX PROBLEM RESOLVED INTO A FINE EXERCISE OF SOLVING CIRCULATION AND AREA RELATIONSHIP PROBLEMS. MANY DESIGNS SUBMITTED WERE CONSIDERED UNDULY COMPLICATED IN SOLUTION AND MANNER OF PRESENTATION, WITH INSUFFICIENT ATTENTION TO TRAFFIC HANDLING. THE PREFERRED PROBLEMS WERE THOSE WITH A CENTRALIZED ENTRY, FROM WHICH PASSENGERS COULD SUCCESSIVELY SECURE INFORMATION, PURCHASE TICKETS, DEPOSIT BAGGAGE, WAIT IN PLEASANT SURROUNDINGS NEAR CONCESSIONS, THEN BOARD PLANES - ALL WITH A MINIMUM OF WALKING AND EFFORT. A SIMILAR DIRECTNESS OF FLOW, IN REVERSE ORDER, WAS DESIRED FOR INCOMING PASSENGERS. A MAJORITY OF THE EXTENDED SCHEMES SUBMITTED FAILED COMPLETELY IN THESE ASPECTS, AND ALSO MADE INTERCHANGE OF PASSENGERS AND BAGGAGE FROM ONE LINE TO ANOTHER DIFFICULT AND CONFUSING. ALTHOUGH COMPLETELY DECENTRALIZED SCHEMES ARE KNOWN IN AIRPORTS HERE AND THERE THROUGHOUT THE COUNTRY THE ARRANGEMENT WAS REGARDED BY THE JURY AS HAVING VERY SERIOUS DRAWBACKS, UNNECESSARY IN AN AIRPORT OF THIS SIZE.

ALTHOUGH A DEFINITION WAS REQUIRED BETWEEN THE LOADING AREAS OF DOMESTIC AND INTERNATIONAL AIRLINES, IT WAS JUDGED THAT THEY SHOULD BE CONTIGUOUS TO PERMIT INTERCHANGE AND ACCOMMODATE VARYING PEAK ARRIVALS OF THE DIFFERENT LINES. OPERATION AREAS WERE CONSIDERED BEST IF PLACED ADJACENT TO LOADING AREAS ON THE GROUND LEVEL, TO PERMIT CLOSE WORKING ARRANGEMENTS FOR THE STAFFS. HOWEVER, SINCE THE PROGRAM DID NOT SPECIFICALLY DESIGNATE THIS AS A MUST, LOCATION ON ANOTHER LEVEL WAS ACCEPTABLE PROVIDED SOME OPERATIONS SPACE WAS ALLOCATED ADJACENT TO THE LANDING STRIP. AS A GOOD PORTION OF THE TERMINAL'S REVENUE IS DERIVED FROM CONCESSIONS, IT WAS DESIRED THAT THESE BE PLACED TO ATTRACT MAXIMUM PATRONAGE.

R.L.ROBINSON, OKLAHOMA A. & M. COLLEGE - SECOND MEDAL AND FIRST ARCHITECTURAL RECORD PRIZE: THIS FIRST PRIZE WINNER PRESENTED A VERY DIRECT, SIMPLE SOLUTION. CIRCULATION OF DOMESTIC AND INTERNATIONAL PASSENGERS, AS WELL AS

BAGGAGE, WAS CARRIED OUT IN A FORTHRIGHT, UNHAMPERED MANNER. THE PRINCIPAL WAITING AREAS WERE PLEASANTLY OPEN AND UNCOMPLICATED, LOCATED ON GROUND LEVEL AND ACCESSIBLE TO THE AUTOMOBILE AND TAXI ENTRANCE. CONCESSIONS WERE NICELY GROUPED TO THE FRONT OF THE WAITING ROOM, AND TO ONE SIDE OF THE SECOND FLOOR, WHERE THEY WOULD RECEIVE MAXIMUM PATRONAGE, YET NOT HAMPER CIRCULATION. IN THE CONSENSUS OF THE JURY, THE FINE PLANNING AND CONSIDERATION GIVEN TO THE OVERALL PROBLEM OUTWEIGHED THE INADVISABILITY OF PLACING MOST OF THE OPERATIONS AREA ON THE SECOND LEVEL. ACCESS TO THE LOADING AREAS IS PROVIDED, HOWEVER, BY ELEVATED WALKS WHICH ALSO SHELTER THE PASSENGER WALKS BELOW. THE SCALE AND MANNER OF PRESENTING THE PERSPECTIVE WAS CONSIDERED BY MANY TO GIVE AN INACCURATE CONCEPT OF THE BUILDING.

L.G.OST, JR., SECOND MEDAL AND SECOND ARCHITECTURAL RECORD PRIZE: THE JURY WAS HARD PRESSED TO DISCRIMINATE BETWEEN THE FIRST AND SECOND PRIZE WINNERS, AS THIS COMPACT AND WORKABLE PLAN ALSO PROVIDES A VERY COMMENDABLE SOLUTION. THE SCHEME BRINGS PASSENGERS DIRECTLY IN FROM A CENTRAL AUTOMOBILE ENTRANCE, WITH INFORMATION AND TICKET BOOTHS IN EASILY IDENTIFIED LOCATIONS IN THE MAIN WAITING ROOM. DIRECT ACCESS LEADS FROM THIS AREA TO DOMESTIC AIRLINES AND PROCESSING AREAS FOR INTERNATIONAL PASSENGERS. BAGGAGE CAN BE CARRIED STRAIGHT FROM THE TICKET COUNTERS TO THE LANDING AREAS. MAJOR CRITICISMS CENTERED ON AN UNNECESSARY CHANGE OF LEVEL IN THE WAITING ROOM, AND LOCATION OF MOST OPERATIONS AREAS ON THE SECOND AND THIRD FLOORS WITH NO DIRECT CONNECTION WITH LOADING ZONES.

OF THE REMAINING SUBMISSIONS AWARDED SECOND MEDAL, THE SIMILARITY OF APPROACH LEAVES LITTLE OPPORTUNITY FOR COMMENT. HOWEVER, THAT OF D.L.ADAMSON DIFFERS BY BRINGING PASSENGERS IN PAST CENTRAL, GROUND LEVEL TICKET OFFICES, THEN TO SECOND LEVEL WAITING AND PROCESSING AREAS, AND TO THE PLANES ON THIS UPPER LEVEL. THE SCHEME OFFERS GOOD CONTROL AND SEGREGATION OF BAGGAGE TRAFFIC, BUT IT ALSO REQUIRES PASSENGERS TO WALK AN UNWARRANTED DISTANCE, ESPECIALLY FOR AN INTERCHANGE OF NATIONAL AND INTERNATIONAL PASSENGERS.

FAVORABLE COMMENT WAS GIVEN THE PROBLEM OF L.J.DELLAPORT IN THE ARRANGEMENT OF THE WAITING AREAS TO PROVIDE QUIET SITTING SPACES. ON THE OTHER HAND, COMBINATION OF THE SERVICE DRIVE WITH THE PLANE RAMP AND PASSENGER WALKS WAS SEVERELY CRITICIZED.

IN THE PROBLEM OF J. J. SAMUELSON, THE JURY FELT THAT THE BUILDING WOULD HAVE FUNCTIONED BETTER IF SPACES ALLOTTED FOR THE COFFEE SHOP AND FOR DOMESTIC OPERATIONS HAD BEEN INTERCHANGED, PERMITTING THE LATTER TO BE ADJACENT TO THE FIELD.

THE OTHER SECOND MEDALS WERE CONSIDERED, IN GENERAL, TO HAVE THE SAME FAULTS AND VIRTUES AS THE PROBLEMS REVIEWED, BUT NOT QUITE AS WELL WORKED OUT

SUMMARY OF AWARDS:

6 SECOND MEDAL 6 MENTION 87 NO AWARD 121 TOTAL SUBMITTED

OKLAHOMA A. & M. COLLEGE: SECOND MEDAL- R.L.ROBINSON, 1ST ARCHITECTURAL RECORD PRIZE, L.G.OST,JR., 2ND ARCHITECTURAL RECORD PRIZE, D.L.ADAMSON, L.J.DELLAPORT, J.L.SAMUELSON, D.W.WILLIAMS. MENTION- D.E.BLAINE,

OKLAHOMA A. & M. COLLEGE: (CONTINUED) MENTION- M.CROSTON, V.GUTIERREZ, A.D.KALFUS, C.SELIG, F.G.GEORGE.
PRINCETON UNIVERSITY: MENTION- C.D.BUCK, A.P.MORGAN,JR., W.H.SHORT, A.B.TOLAND.
UNIVERSITY OF ILLINOIS: MENTION- K.L.ANG, R.BASSO, F.R.BATES, R.W.CLAYTON, J.W.DIMMICH, A.E.HOERTZ, H.A.HOLMES, T.S.KAYNOR, V.A.KIBLER, W.R.KING, N.A.KOGLIN, E.KORENIC, A.E.KOZAKIEWICZ, G.M.LASLO, C.PETERSON, W.L.QUAM, R.A.RAGGI, R.E.VICK,

INDEX OF REPRODUCTIONS:

CLASS A PROBLEM IV - AN AIRPORT TERMINAL BUILDING
ARCHITECTURAL RECORD PRIZE - JUNE 5, 1951

76.	R.L.ROBINSON, OKLAHOMA A. & M. COLLEGE	1ST PRIZE,	2ND MEDAL
77.	L.G.OST,JR., OKLAHOMA A. & M. COLLEGE	2ND PRIZE,	2ND MEDAL
78.	D.L.ADAMSON, OKLAHOMA A. & M. COLLEGE		2ND MEDAL
79.	L.J.DELLAPORT, OKLAHOMA A. & M. COLLEGE		2ND MEDAL
80.	J.L.SAMUELSON, OKLAHOMA A. & M. COLLEGE		2ND MEDAL
81.	D.W.WILLIAMS, OKLAHOMA A. & M. COLLEGE		2ND MEDAL

beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

department of architecture: 1950-1951 fifty-eighth school year

class B — sketch 4

exercise any 5 consecutive hours
between march 12 and may 14, 1951
judgment week of june 5, 1951

an historical marker

GEORGE L. DAHL, Dallas, Texas, the author obtained his Bachelor of Architecture in 1921 from the University of Minnesota and his Master's Degree from Harvard in 1922. As a fellow on the Nelson Robinson Junior Traveling Fellowship he traveled in Europe during 1922, 1923, and 1924. He has practiced in Boston, Minneapolis, Newark, N. J., Los Angeles and has been in Texas for the last twenty-five years in practice under his own name.

An international park is being established in the Big Bend Country of Texas and Mexico. A commemorative marker is to be set at one side of a sixty foot wide highway bridge that spans the Santa Helena Canyon in which the Rio Grande River flows one thousand feet below. The marker, with an area of approximately one hundred square feet, shall be incorporated into a reinforced concrete observation balcony at the mid-span which projects from the 10 foot wide pedestrian side walk of the bridge. The marker shall bear the following inscription:

BIG BEND INTERNATIONAL PARK
DEDICATED JANUARY 1, 1952
TO THE FRIENDSHIP OF
THE UNITED STATES OF AMERICA
AND MEXICO

(Note: Arrangement of lines of inscription not mandatory as given.)

REQUIRED: (sheet 22″ x 30″)

Perspective rendering of marker, balcony and bridge.

Elevation and plan of marker and balcony at the scale of ½″ to the foot.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

department of architecture: 1950-1951 thirty-eighth school year

class B sketch 4

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BIG BEND INTERNATIONAL PARK
DEDICATED JANUARY 1, 1952
TO THE FRIENDSHIP OF
THE UNITED STATES OF AMERICA
AND MEXICO

(Note: Arrangement of lines of inscription not mandatory as given.)

Perspective rendering of marker, balcony and bridge.

Elevation and plan of marker and balcony at the scale of ½" to the foot.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

CLASS B SKETCH IV

AN HISTORICAL MARKER
AUTHOR - GEORGE L. DAHL, DALLAS, TEXAS

JURY OF AWARD - JUNE 5, 1951

ARTHUR S. DOUGLASS, JR. BERNARD HORVITZ ROGER SPROSS
LESTER GEIS SHERRILL WHITON

PARTICIPANTS:
OKLAHOMA AGRIC. & MECH. COLLEGE
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF ILLINOIS, URBANA
UNIVERSITY OF NOTRE DAME

REPORT OF THE JURY - BY ROGER G. SPROSS

THE SOLUTIONS WERE NOT OUTSTANDING AND FEW SUCCEEDED IN EXPRESSING THE NATIONAL IDENTITY CONSIDERED BASIC TO THE PROBLEM. IT WAS FELT THAT (A) A FEELING OF DIGNITY AND PERHAPS AN APPROPRIATE SYMBOLISM SHOULD EXIST, AND (B) THE LETTERING INVOLVED SHOULD HAVE BEEN ARRANGED SO THAT IT COULD BE READ EASILY BY PASSING MOTORISTS. THERE WERE MEANINGLESS, AWKWARD AND HACKNEYED SHAPES, BUT ONLY A FEW IMPROBABLE STRUCTURES. FEW SOLUTIONS ACHIEVED ANY UNITY BETWEEN THE PLATFORM AND THE BRIDGE WHILE ONE OR TWO IMAGINATIVE SOLUTIONS EXCEEDED THE PROGRAM TOO GREATLY.

J.P.EBERHARD, OF THE UNIVERSITY OF ILLINOIS, SOLVED THE PROBLEM IN THE MOST SUCCESSFUL MANNER, ACHIEVING DIGNITY AND SYMBOLISM IN HIS MARKER.

THE UNIVERSITY OF NOTRE DAME'S R.LYNCH, PRESENTED A SOLUTION WHICH USED AN UNUSUAL SHAPE QUITE SUCCESSFULLY.

F.N.GULDEN, UNIVERSITY OF ILLINOIS, SUCCEEDED IN HIS SOLUTION BY RESTRAINING HIMSELF TO A WELL-PROPORTIONED AND SIMPLE MARKER OF CONSIDERABLE CHARACTER.

L.STEINBRENNER OF THE UNIVERSITY OF ILLINOIS SUBMITTED A DESIGN NOTEWORTHY FOR ITS CONSIDERATION OF NIGHT ILLUMINATION OF THE MARKER.

SUMMARY OF AWARDS:

1 MENTION 6 HALF MENTION 67 NO AWARD 74 TOTAL SUBMITTED

UNIVERSITY OF ILLINOIS: MENTION- J.P.EBERHARD, HALF MENTION- J.H.CANNON, F.N.GULDEN, S.SCHMALL, L.STEINBRENNER
UNIVERSITY OF NOTRE DAME: HALF MENTION- R.LYNCH, E.NOONAN

INDEX OF REPRODUCTIONS:

CLASS B SKETCH IV - AN HISTORICAL MARKER
JUNE 5, 1951

82. J.P.EBERHARD, UNIVERSITY OF ILLINOIS MENTION

beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

department of architecture: 1950-1951 fifty-eighth school year

class A sketch 4

exercise any 9 consecutive hours between:
march 12 and may 14, 1951
judgment on or about
june 5, 1951

dance pavilion on a pier

Hervey Parke Clark, the author, of San Francisco, Calif. holds an A.B. (1921) from Yale College and a B. Arch. (1926) from the University of Pennsylvania. He is a partner in the firm of Clark and Beuttler whose post-war practice ranges from residences to telephone buildings, hospitals, schools and college buildings. He is past President of the San Francisco Housing and Planning Association, and of the Northern California Chapter of the A.I.A.

George Schomer, owner of the El Patio Ball Room in San Francisco, collaborated in the preparation of this program.

It is proposed to erect a free standing dance pavilion on a pier extending over a large body of water. Geographic location may be assumed anywhere in the continental United States. The character of the project, inside and out should be gay and romantic, an attractive setting for a leisurely relaxed evening or afternoon of dancing. Admission will be at popular price levels but the pervading atmosphere should nevertheless achieve a certain degree of refinement and charm.

Since the pavilion is over the water its character should be appropriate to its location without being of the life preserver school of decoration. For at least part of the year some portion of the pavilion might be opened up to take advantage of the starlit sky, cool breezes and aquatic site.

Automobile parking is assumed to be on shore.

Requirements are as follows:

(a) Main dance floor for about 600 persons—4000 to 5000 square feet.
(b) Spectator and dancers' rest area adjacent to dance floor, provided with comfortable furniture, suitable to the environment. This area should be divided for smokers and non-smokers—2000 to 2500 square feet total.
(c) Orchestra stand.
(d) Band room (250 square feet) plus three small dressing rooms and two toilets..
(e) One control booth for paid admissions.
(f) Public check rooms and toilets.
(g) Refreshment bars (tables are not considered profitable).
(h) Manager's office—100 square feet.
(i) Heating room, storage and janitor closets.
(k) At least 3 exits, remote from each other.

The following items are optional:

Balcony (increases the supervisory responsibility).

Novelties of a theatrical nature, such as glazed areas in the floor, or walls and ceiling arranged as cycloramas to receive multi-colored baths of light.

REQUIRED: (Sheet size 22″ x 30″)

One large perspective of the interior rendered to show the intended color treatment.

One sketch plan and one sketch section at 1/32″ scale.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

department of architecture: 1950-1951 fifty-eighth school year

class A sketch 4

exercise only 9 consecutive hours between:
march 12 and may 14, 1951
judgment on or about
june 5, 1951

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Automobile parking is assumed to be on shore.

Requirements are as follows:

(a) Main dance floor for about 600 persons—4000 to 5000 square feet.
(b) Spectator and dancers' rest area adjacent to dance floor, provided with comfortable furniture, suitable to the environment. This area should be divided for smokers and non-smokers—2000 to 2500 square feet total.
(c) Orchestra stand.
(d) Band room (250 square feet) plus three small dressing rooms and two toilets..
(e) One control booth for paid admissions.
(f) Public check rooms and toilets.
(g) Refreshment bars (tables are not considered profitable).
(h) Manager's office - 100 square feet.
(i) Heating room, storage and janitor closets.
(k) At least 3 exits, remote from each other.

The following items are optional:

Balcony (increases the supervisory responsibility).

Novelties of a theatrical nature, such as glazed areas in the floor, or walls and ceiling arranged as cyclorama to receive multi-colored baths of light.

REQUIRED: (Sheet size 22" x 30")

One large perspective of the interior rendered to show the intended color treatment.

One sketch plan and one sketch section at 1/32" scale.

Mandatory requirements and regulations governing this problem are stated in the Circular of Information of the Department of Architecture for the School Year 1950-1951. A copy will be sent on request.

DEPARTMENT OF ARCHITECTURE
SCHOOL YEAR 1950-1951

BEAUX-ARTS INSTITUTE OF DESIGN
VOLUME XXVII

CLASS A SKETCH IV

DANCE PAVILION ON A PIER
HERVEY PARKE CLARK, SAN FRANCISCO, CALIF.

JURY OF AWARD - JUNE 5, 1951

TORQUATO DEFELICE JACQUES E. GUITON MICHAEL M. HARRIS
BRADFORD S. TILNEY

PARTICIPANTS:
OKLAHOMA AGRIC. & MECH. COLLEGE UNIVERSITY OF ILLINOIS, URBANA

REPORT OF THE JURY - JACQUES E. GUITON

MOST OF THE SUBMISSIONS FAILED TO BRING OUT THE TWO PRINCIPAL FEATURES OF THIS PROGRAM (1) ITS CHARACTER AS A DANCE PAVILION - GAIETY, RELAXATION, CHARM; (2) ITS SETTING ABOVE THE WATER.

THE FIRST OF THESE FEATURES WAS FELT TO BE SO ESSENTIAL THAT THE JURY ELIMINATED ALL PROBLEMS WHICH, RATHER THAN SUGGESTING A PLACE FOR DANCING, LOOKED LIKE A HOTEL LOBBY OR A PUBLIC WAITING ROOM, OR WHICH WERE TREATED IN INAPPROPRIATE DREARY COLORS.

IT APPEARED ALSO THAT MANY OF THE STUDENTS SPENT TIME ON ACCURATE DRAFTING WHICH COULD HAVE BEEN USED TO BETTER ADVANTAGE IN DEVELOPING AN INTERESTING IDEA. THE MAIN OBJECTIVE OF THESE SHORT SKETCHES (9 HOURS) IS TO EXPRESS, IN A FREE SKETCH, AN IDEA WHICH BRINGS OUT THE ESSENTIAL CHARACTER OF THE PROGRAM.

SUMMARY OF AWARDS:

2 MENTION 3 HALF MENTION 33 NO AWARD 38 TOTAL SUBMITTED

OKLAHOMA AGRIC. & MECH. COLLEGE: MENTION- M.CROSTON.
UNIVERSITY OF ILLINOIS: MENTION- P.BACALZO. HALF MENTION- D.M.ENGSTROM, W.L.QUAM, G.C.WINTEROWD.

INDEX OF REPRODUCTIONS:

CLASS A SKETCH IV - DANCE PAVILION ON A PIER
JUNE 5, 1951

83. M. CROSTON, OKLAHOMA AGRIC. & MECH. COLLEGE MENTION

84. P.BACALZO, UNIVERSITY OF ILLINOIS MENTION

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beaux-arts institute of design
115 East 40th Street, New York 16, N. Y.

department of architecture: 1950-1951 fifty-eighth school year

class B problem 4

exercise any 5 weeks between:
march 12 and may 14, 1951
judgment on or about
may 29, 1951

a summer art colony
kenneth m. murchison prize

CHARLES H. DORNBUSCH, Chicago, Ill., the author, studied architecture at Columbia and Princeton Universities. He was Chief Designer for Benjamin H. Marshall, of Chicago from 1925-1935; Chief of Design for the Century of Progress, 1934; and Associate Professor of Architecture at the Illinois Institute of Technology 1936-1940. For ten years he was a partner in the firm of Loebl & Schlossman, Chicago, and has been in independent practice since 1946. He is a member of the State of Illinois Architect's Examining Committee, and of the A.I.A.

After years of intensive study an influential group of persons interested in the advancement of contemporary art has decided that their cause can best be furthered by the development of a summer art colony.

The purpose of the development is to give to artists the greatest possible scope in which to develop their talents and to have the stimulus of association with outstanding artists from other parts of the country.

By means of scholarships, talented students from art and dramatic schools will be encouraged to participate. Other persons, interested in the arts, will by association, get to know the artists and their work and thus gain a greater appreciation of contemporary art. Plays will be given and art exhibitions held throughout the summer for the benefit of the public as well as for the colony itself.

In order to exploit fully the natural beauties of the countryside as well as the vacation aspects of the site it has been decided that as much work as possible will be done outdoors. The summer character of the art colony buildings should express this concept in their architectural design. Only the minimum necessary protection from inclement weather or excessive heat should be provided for equipment and materials.

THE SITE

Facing a large lake, the property and the surrounding territory is heavily wooded, rolling in character and with some steep slopes at the water's edge. Enough cleared land exists for the colony requirements.

A point of land to the west protects a small bay from the lake proper. A river, whose mouth lies to the north, forms the north and east boundaries of the site. An irregular property line is to the south. The nearest town, a few miles away to the south, can be reached by a road which ends near the property line.

THE PROBLEM

The requirements of the art colony fall into three general groups:

1. Living Quarters consisting of the Inn and Cottages. These need not be grouped together.
2. Working Area
   a) Studios and Workshops
   b) The Outdoor Theatre and its workshops.
3. Recreation Areas.

REQUIREMENTS:

1. *Living Quarters*
   A. The Inn:
   - Small Lobby, 500 sq. ft.
     - Reception & Central Desk
   - Manager's Office, 200 sq. ft.
   - General Lounge, 1500 sq. ft.
   - Exhibition Hall, 2000 sq. ft.
   - Two Special Purpose Rooms, each 400 sq. ft.
   - Art Materials Store, 800 sq. ft.
   - Public Toilet Facilities
   - Dining Room with Buffet Service, 1500 sq. ft.
   - Outdoor Dining Terrace
   - Kitchen, 1000 sq. ft.
   - All meals will be at the Inn with exception of a few cottages with kitchenette facilities for couples with children.
   - Single Men's Dormitory for 40 men with lockers, toilets, showers
   - Single Women's Dormitory for 40 women with lockers, toilets, showers
   - Ten Private rooms for married couples without children or for single Faculty members. Bathroom Facilities—1 bath for each 2 rooms
   - Ten Double Guest Rooms, each with bath
   - Manager's suite, living room, bedroom and bath
   - Service Area
     - Eight single rooms, 125 sq. ft.
     - Small lounge, 200 sq. ft.
     - Toilet and bath facilities
   - Parking Area for 100 cars

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      Dining Room with Buffet Service, 1500 sq. ft.
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      Kitchen, 1000 sq. ft.
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      Single Men's Dormitory for 40 men with lockers, toilets, showers
      Single Women's Dormitory for 40 women with lockers, toilets, showers
      Ten Private rooms for married couples without children or for single Faculty members. Bathroom facilities—1 bath for each 2 rooms
      Ten Double Guest Rooms, each with bath
      Manager's suite, living room, bedroom and bath
      Service Area
      Eight single rooms, 125 sq. ft.
      Small lounge, 200 sq. ft.
      Toilet and bath facilities
      Parking Area for 100 cars

B. *Cottages*

8 Faculty Cottages
Combined living room and studio
1 double bedroom, bath, kitchenette not to exceed 800 sq. ft. each

6 Cottages for married couples with children
Combined living room and studio
2 double bedrooms, bath, kitchen (small), not to exceed 1000 sq. ft. each

3 Cottages for Visiting Celebrities or Important Guests
Living Room, Separate Studio
1 double bedroom, bath, kitchenette, not to exceed 1200 sq. ft. each

2. Working Area:

a) 3 Painting Studios including storage space — each 750 sq. ft.
1 Sculpture Studio including storage space — 750 sq. ft.
1 Ceramics Studio plus 2 outdoor kilns with roof — 750 sq. ft.
1 Graphic Arts Studio — 750 sq. ft.

Note: All studios to have outdoor work areas. General toilet facilities for men and women for common use of all studios.

b) Outdoor Theatre:

The seating area is not to be cov
the stage should be arranged so tha
mum of props or scenery would be
Seating for 400 persons.

1 Rehearsal Room	600 sq.
1 Workshop	600 sq.
1 Costume & Prop Room	350 sq.

Men's Dressing Room and Toilet
Women's Dressing Room and Toilet
No parking area required — serv
only. The theater will be appro
foot from the inn.

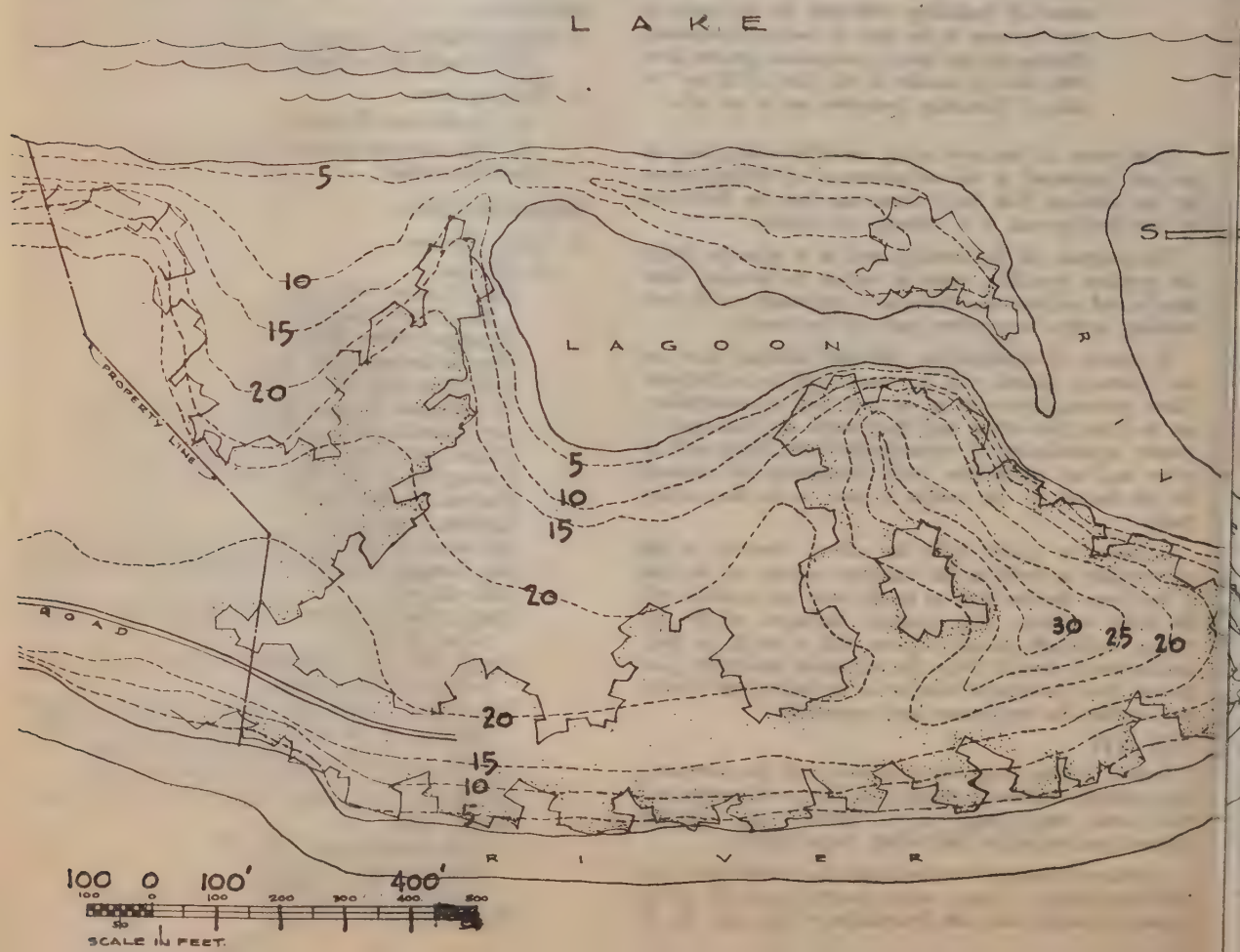
3. The Recreation Area:

Bathing Beach
Pier and Diving Platform
Boat House
Camp fire area for night gatherings

DRAWINGS REQUIRED:

1) General site plan: scale: 1″ equals 60′0″
2) Plan of Inn: scale: 1/16″ equals 1′0″
3) Perspective of Inn as large as possible.

Mandatory requirements and regulations governing this problem are stated in the Circular of tion of the Department of Architecture for the School Year 1950-1951. A copy will be sent on



CLASS B PROBLEM IV - KENNETH M. MURCHISON PRIZE

A SUMMER ART COLONY

AUTHOR - CHARLES H. DORNBUSCH, CHICAGO ILL.

JURY OF AWARD - JUNE 9, 1951 - ALBANY, N. Y.

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ROBERT G. WHEELER, ALBANY
FRANCIS WOODS, ALBANY

PARTICIPANTS:

OKLAHOMA AGRIC. & MECH. COLLEGE
PRINCETON UNIVERSITY
TEXAS TECHNOLOGICAL COLLEGE
UNIVERSITY OF ILLINOIS, URBANA
UNIVERSITY OF ILLINOIS, NAVY PIER CHICAGO
UNIVERSITY OF KENTUCKY
UNIVERSITY OF NEW MEXICO
UNIVERSITY OF NOTRE DAME
WESTERN RESERVE UNIVERSITY, CLEVELAND

REPORT OF THE JURY - BY JOHN N. BROWNRIGG, JR.

THE JUDGING OF THIS PROBLEM TOOK PLACE AT ALBANY, NEW YORK ON JUNE 9TH. THE JURY CONSISTED OF TWENTY-THREE MEMBERS OF THE EASTERN NEW YORK CHAPTER OF THE A.I.A. AND THEIR GUESTS. THE LATTER INCLUDED SEVERAL ARCHITECTURAL FACULTY MEMBERS FROM RENSSELEAR POLYTECHNIC INSTITUTE, TROY, NEW YORK AND TWO ART MUSEUM DIRECTORS FROM THE UPPER HUDSON AREA, A REPRESENTATIVE LOCAL ARTISTS GROUP AND REPRESENTATIVES OF THE B.A.I.D.

THE JURY WAS IMPRESSED WITH THE SUBJECT'S SCOPE AND THE OPPORTUNITY GIVEN THEREIN FOR VARIED DEVELOPMENT OF THE NUMEROUS FEATURES CONCEIVED IN THE PREPARATION OF THIS PROBLEM.

IN SELECTING THE WINNING PROBLEM, AS IN PLACING SUCCEEDING SUBMISSIONS, SITE PLANNING WAS GIVEN PARAMOUNT CONSIDERATION. CHARACTER OF THE INDIVIDUAL BUILDING OR BUILDINGS, SOLUTION OF SPECIFIC PLAN REQUIREMENTS AND PRESENTATION WERE ALSO CAREFULLY WEIGHED.

A LARGE NUMBER OF PROBLEMS ACHIEVED ACCEPTABLE SOLUTIONS FOR THE INN PROPER, WERE WELL PRESENTED AND DISPLAYED COMPETENCE IN FIELDS OTHER THAN SITE PLANNING WITH ITS EXPLOITATION OF THE MANY FEATURES OF TERRAIN, ORIENTATION AND VIEW. PROFICIENCY IN SITE PLANNING WAS DISPLAYED BY THE DEMONSTRATED ABILITY OF CERTAIN COMPETITORS TO DEVELOP AS WELL AS TO DEFINE AND INTEGRATE THE REQUIRED WORK, RECREATION, LIVING, SERVICE AND PARKING AREAS.

WHILE THE SITE PLAN SEEMINGLY INDICATED THAT THE MAIN VIEW WAS TOWARD THE LAGOON AND THE LAKE, THE PROGRAM GAVE NO INDICATION THAT THE RIVER VIEW WAS UNDESIRABLE. THE JURY WAS OBVIOUSLY IN SYMPATHY WITH THE GENERAL INTERPRETATION OF THE PROGRAM'S SITE PLAN, BUT WAS SIMULTANEOUSLY DISAPPOINTED THAT NO SOLUTIONS SUGGESTED THAT THE RIVER SIDE OF THE SITE MERITED SOME ATTENTION. NO DOUBT ALL STUDENTS ASSUMED THAT "THE OBVIOUS THING IS THE SAFEST THING", BUT WE WOULD HAVE WELCOMED A SOLUTION WHEREBY THE INN, ON ITS HIGH ELEVATION, MIGHT HAVE HAD A TWO-WAY VIEW. THIS MIGHT NOT HAVE BEEN CONSIDERED "SAFE" BY THE DESIGNER, BUT IT WOULD HAVE INDICATED A RELEASE OF IMAGINATION THAT WOULD HAVE BEEN CHALLENGING IN ITS CONCEPT.

THE JURY WAS UNANIMOUS IN ITS SELECTION OF THE WINNING SOLUTION AS HAVING CLEARLY COMBINED THOROUGHLY ACCEPTABLE SOLUTIONS FOR EACH FACET OF THE PROBLEM. "PLACED" PROBLEMS WERE DEEMED TO DISPLAY WORKABLE SITE PLANS, AS WELL AS EXCELLENCE IN OTHER DETAILS.

H. HESTRUP, UNIVERSITY OF ILLINOIS, FIRST MENTION PLACED - FIRST KENNETH M. MURCHISON PRIZE: THIS SOLUTION POSSESSED MORE RURAL CHARACTER THAN ANY OF THE OTHER PREMIATED DRAWINGS, AS A MATTER OF FACT, MOST OF THE OTHER PREMIATED DRAWINGS WERE STRICTLY URBAN IN THEIR EXTERIOR EXPRESSION.

WITH THE INN AND ITS PARKING AREA LOCATED NEAR THE PROPERTY ENTRANCE, ALL MAJOR VEHICULAR TRAFFIC WAS CONTAINED IN A SMALL AREA THUS FREEING THE REMAINDER OF THE SITE FOR LOCAL VEHICULAR TRAFFIC AND UNIMPAIRED PEDESTRIAN WANDERING, WHICH SHOULD PROPERLY BE PART OF ANY SUMMER COLONY. THE COMPARATIVELY NOISY COTTAGES OF THE MARRIED COUPLES WERE WELL GROUPED NEAR THE LAGOON; THE GUEST AND FACULTY COTTAGES WERE ARRANGED CONVENIENTLY NEAR THE INN AND THE STUDIOS, MAKING THE STUDIOS AVAILABLE TO THE COTTAGES WITHOUT REQUIRING EITHER UNNECESSARY FOOT TRAFFIC TO THE INN, OR EXTENDED WALKING TO THE STUDIOS. THE OPEN AREA IN FRONT OF THE INN FOR GENERAL OUTDOOR PURPOSES FLOWED EASILY TOWARD THE THEATRE AND RECREATION AREAS. THUS ALL OUTDOOR SPACES WERE INTELLIGENTLY RELATED TO THE HEART OF THE PROBLEM, THE INN PROPER.

THE INN ITSELF WAS APPROACHED DIRECTLY FROM THE PARKING AREA BY THE GUESTS, AND SERVICE TO THE INN WAS CAREFULLY INTRODUCED WITHOUT ANY INTERFERENCE WITH OTHER FUNCTIONS. THE EXHIBITION AREA, GENERAL LOBBY AND LOBBY PROPER FORMED A CORE FROM WHICH ALL ACTIVITIES WERE QUICKLY AVAILABLE. DINING ROOM, DINING TERRACE, AND LOUNGE WERE GIVEN TO THE VIEW. THE TEN GUEST ROOMS WINGED AWAY FROM THE CENTRAL GROUP ACTIVITIES, THE DORMITORIES (CONTAINING LARGE AND THEREFORE NOISIER GROUPS OF MEN AND WOMEN) WERE WELL REMOVED BY THEIR PLACEMENT AT THE END OF THE GUEST ROOM WING. KITCHENS AND HELP'S ROOMS WERE THOUGHTFULLY PLACED IN AN OPPOSITE WING OF THE BUILDING.

THIS HANDSOMELY CONCEIVED AND SEEMINGLY SIMPLE SOLUTION COULD ONLY HAVE BEEN THE OUTCOME OF EXTENSIVE AND CAREFUL STUDY ANALYSIS OF MANY SCHEMES, WITH THE RESULTING REJECTION OF COMPLICATED PARTIS BECAUSE OF THEI COMPLEXITY. SUCH GOOD QUALITY OF PLANNING AND DESIGN INDICATES THAT EXHAUSTIVE STUDY WAS THE ONLY METHOD BY WHICH CLEAN, CLEAR AND SIMPLE CONTEMPORARY ARCHITECTURE MAY BE OBTAINED. SUCH STUDY TECHNIQUES PRODUCE FUTURE ARCHITECTS VERSUS MERELY DRAFTSMEN.

J.K.VIKS, UNIVERSITY OF ILLINOIS, FIRST MENTION PLACED -SECOND KENNETH M. MURCHISON PRIZE: THIS SOLUTION HAD THE INN LOCATED, RATHER BLUNTLY, IN A CENTRAL POSITION. ADVANTAGE OF THIS CENTRALIZATION IS OVER-BALANCED BY THE LONGER WALKING DISTANCES FROM THE MARRIED COUPLES' COTTAGES TO THE STUDIOS, AND BY THE SEPARATION OF THE VARIOUS TYPES OF COTTAGES AND STUDIES FROM ONE ANOTHER BY INN ACTIVITIES.

THE MAIN PARKING AREA FOR 75 CARS AND THS SECONDARY PARKING AREA FOR 25 CARS WERE REACHED BY A CENTRAL VEHICULAR ROAD WHICH SPLIT THE ENTIRE SITE, THEREBY REDUCING SAFETY OF PEDESTRIAN CIRCULATION AND PLACING A SERVICE DRIVE IN DEAD CENTER OF THE ENTIRE AREA. HAD THE INN BEEN LOCATED, AS IN THE FIRST PRIZE PROBLEM, NEAR THE ENTRANCE TO THE PROPERTY, THE ENTIRE SITE WOULD HAVE BEEN FREE FOR EASIER, MORE CONVENIENT, AND CERTAINLY SAFER SUMMERTIME PEDESTRIAN WANDERING AND CASUAL CIRCULATION. THE PLOT PLAN WAS A BIT TOO TRIANGLE AND T-SQUARE IN ITS RIGIDITY, WHEREAS MERE PARALLELING OF BUILDINGS TO CONTOURS WOULD HAVE ADDED MUCH TO THE DESIRED COUNTRY ATMOSPHERE THAT SHOULD HAVE CHARACTERIZED THIS OR ANY SIMILAR PROBLEM.

THE INN ITSELF WAS PLEASANTLY APPROACHED BY A COVERED PASSAGEWAY WHICH PASSED THE OUTDOOR EXHIBITION AREA, ONE REASON FOR THE EXISTENCE OF THE COLONY. AFTER AN INDIRECT CORRIDOR ONE ARRIVES AT THE LOUNGE AND DINING AREAS WHICH PROPERLY FACE THE LAGOON; THE GUEST ROOMS AND DORMITORIES ARE CONTAINED IN A WING WHICH IS IN GOOD JUXTAPOSITION TO THE AFOREMENTIONED GROUP ACTIVITIES. HAD THE ENTIRE INN PLAN BEEN REVERSED, THE SERVICE DRIVE AND WING FOR THE KITCHENS, STORES, HELPS' QUARTERS, ETC. WOULD HAVE BEEN MORE CORRECTLY PLACED NEAR THE APPROACH TO THE PLOT, THUS ELIMINATING CONFLICTING TRAFFIC PATTERNS AND SIMULTANEOUSLY PLACING THE GUEST AND DORMITORY WING CLOSER THE STUDIOS, VISITORS AND FACULTY COTTAGES. SUCH REVERSAL WOULD HAVE IMPROVED THE SITE PLAN AS WELL AS THE INN PLAN ITSELF AND WOULD HAVE PROVIDED A MORE SUCCESSFUL INTEGRATION OF THE VARIOUS PARTS. THE GENERAL CONCEPT AND DISPOSITION OF PARTS AS WELL AS DETAIL OF PLANNING HAD BEEN GIVEN CAREFUL THOUGHT AND CERTAINLY SHOWED BASICALLY GOOD DESIGN SENSE AND EXECUTION.

W.H.AHRENS, PRINCETON UNIVERSITY, FIRST MENTION PLACED: THIS PROBLEM UTILIZED THE ENTIRE SITE TO FULL CAPACITY. THE INN WAS PLACED AT THE VEHICULAR ENTRANCE TO THE SITE, ITS SERVICE WING WAS IMMEDIATELY AVAILABLE AND DISCREETLY PLACED, PARKING WAS A CONVENIENT PACKAGE AND THE INN FLOATED NATURALLY WITH THE CONTOURS. AN INFORMAL CHARACTER PERVADED THE BUILDING. THE LIGHT-WEIGHT AND AIRY CHARACTER, HAPPILY DERIVED (FOR A WELCOME CHANGE) FROM AN INTELLIGENT AWARENESS OF CONSTRUCTION TECHNIQUES, WAS IN GOOD TASTE AND SHOWED A MATURE GRASP AND UNDERSTANDING OF BUILDING AS A SCIENCE AND AN ART. THE ENTIRE JURY WAS KEENLY IMPRESSED WITH ITS HONEST AND REALISTIC CONCEPT. THE DISPERSAL OF COTTAGES AROUND THE PERIMETER OF THE SITE, ALL FEEDING TOWARD THE STUDIOS, WAS COMMENDABLE. THE DORMITORIES WERE SEPARATED FROM THE INN (WHICH WAS ACCEPTABLE) BUT THEIR EXCESSIVE DISTANCE FROM THE INN WAS QUESTIONED. THE DISTANCE FROM THE INN WAS FURTHER EMPHASIZED BY THE INTERJECTION OF SOME MARRIED COUPLES' COTTAGES BETWEEN THE DORMITORIES AND THE INN PROPER.

THE ISOMETRIC OF THE TYPICAL WORKSHOP SHOWED AN AWARENESS OF THE NECESSITY FOR CONTROLLED NATURAL ILLUMINATION. THIS WAS ADMIRABLY HANDLED IN AN INTELLIGENT, KNOWING WAY.

J.A.CURTIS, PRINCETON UNIVERSITY, FIRST MENTION PLACED: THIS SOLUTION EXTRAVAGENTLY IGNORED AND SUBSEQUENTLY THREW AWAY THE ENTIRE EAST OR RIVER SIDE OF THE SITE, PREFERRING TO CONCENTRATE ON THE LAGOON AND LAKE SHORES. SUCH AN ANALYSIS MIGHT BE ENTIRELY CORRECT WITHIN ITSELF BUT IT SEEMS TO BE OBLIVIOUS TO THE IMPORTANCE OF FULL UTILIZATION OF AVAILABLE LAND. THE JURY RECOGNIZED THE ADVANTAGES OF THIS PROBLEM WITHIN ITS PARTS, BUT WAS COLLECTIVELY AT A DISHEARTENED LOSS TO UNDERSTAND THE PROCEDURE OF THINKING THAT PRODUCED SUCH LAND WASTE.

THE COTTAGES FOR THE PERMANENT RESIDENTS WERE PLACED ON THE LAKE SIDE AS A PACKAGE WITH THE NOISY MARRIED COUPLES' FAMILY COTTAGES WELL REMOVED. PEDESTRIAN TRAFFIC FROM THESE COTTAGES REACHES THE LAGOON WATERFRONT INN BEFORE IT REACHES THE STUDIOS, THUS MIXING ACTIVITIES. THIS SOLUTION SEPARATED THE DORMITORIES FROM THE INN BUT KEPT THEM STRATEGICALLY CLOSE TO THE INN. PLACEMENT OF THE STUDIOS AT THE EXTREME NORTH END OF THE PLOT WAS QUESTIONED.

THE VARIOUS GUEST ROOMS OF THE INN WERE STACKED ABOVE THE SERVICE BEDROOM WING; THIS THREE-STORY VERTICAL STACKING WAS RATIONALIZED BY PLACEMENT OF THE GENERAL LOUNGE AND A SUNDECK ON THE SECOND FLOOR. SUCH STACKING SEEMS TO BE OUT OF CHARACTER WHEN SO MUCH LAND IS AVAILABLE, AND MAY HAVE BEEN THE RESULT OF THROWING AWAY 30% OF THE AREA BY IGNORING THE RIVER SIDE OF THE PLOT. IT IS FURTHER QUESTIONED THAT GROUP ACTIVITIES SUCH AS DINING AND LOUNGE WHICH SHOULD FLOW FROM ONE TO ANOTHER ARE NOT MORE ADVANTAGEOUSLY ARRANGED ON A SINGLE LEVEL. THE WHEREABOUTS OF PARKING FOR THE INN REMAINS TO BE DETERMINED. SERVICE APPROACH TO THE KITCHEN ETC. IS APPARENTLY MIXED WITH GUEST APPROACH, WHICH CANNOT BE CONSIDERED DESIRABLE.

FROM THE FIRE SAFETY STANDPOINT, IT IS SUGGESTED THAT THE DESIGNER ACQUAINT HIMSELF, AS A FUTURE ARCHITECT, WITH BUILDING CODE REQUIREMENTS FOR PLACEMENT OF STAIRWAYS IN A MULTI-STORY, MULTI-OCCUPANCY, SEMI-PUBLIC BUILDING; SUCH EASY RESEARCH WILL MAKE IT OBVIOUS THAT DISPERSAL AND SPACING OF STAIRS ARE REQUIRED BY CODE, AS SHOULD HAVE BEEN OBVIOUS DURING ANY STUDY-STAGE INSPECTION OF THIS PROBLEM. THE DORMITORY UNIT PROVIDED THE STAIRS PROPERLY AND THEREFORE THE QUESTION IS FURTHER ACCENTED AS TO WHY THE INN HAD THE STAIRS CONCENTRATED AT ITS CENTER. THE EXTERIOR OF THE INN WAS SOMEWHAT STARKLY NAUTICAL IN ITS EFFECT AND SOMEWHAT STARK IN GENERAL.

ONE IMPORTANT MERIT OF THE PLOT PLAN WAS THE WELCOMED RECOGNITION OF CONTOUR LINES AS EVIDENCED BY PLACEMENT OF ALL BUILDINGS THROUGHOUT THE SITE.

K.A.UNDERWOOD, PRINCETON UNIVERSITY - FIRST MENTION PLACED: IDENTICAL TO THE PROBLEM BY CURTIS, ALSO OF PRINCETON, THIS SUBMISSION BLYTHELY THREW AWAY THE ENTIRE EASTERN OR RIVER SIDE OF THE PLOT. MARRIED COUPLES AND FACULT COTTAGES WERE IDENTICALLY LOCATED; VISITORS COTTAGES WERE IDENTICALLY LOCATED THE STUDIOS, THE JURY WAS AMAZED TO DISCOVER, HAD BEEN SHIFTED TO THE OTHER SIDE OF THE IDENTICALLY LOCATED THEATRE. SERVICE ENTRANCE TO THE INN WAS BETTER LOCATED FOR THE SERVICES ALTHOUGH IT WAS DRAGGED THROUGH THE CENTER OF THE PLOT TO THE IDENTICALLY LOCATED WATERFRONT INN.

WHEN ONE COMES TO THE INN PROPER, IT IS AMAZINGLY DISCOVERED, AT LAST, THAT THE IDENTITY ENDS. THE TWO GENERAL GROUP ACTIVITIES (LOUNGE AND DINING) ARE GROUPED ON A SINGLE LEVEL AROUND A CENTRAL ENTRANCE AND LOBBY. SPECIAL PURPOSE ROOM IS LOCATED ADJACENT TO THESE, THE EXHIBITION SPACE IS CONVEN-

IENTLY REMOVED YET SIMULTANEOUSLY AVAILABLE TO THE GENERAL PUBLIC AREAS. THE PRIVATE ROOMS ARE ON ONLY TWO FLOORS WITH THE SECOND FLOOR PLAN ILLUSTRATING AN AWARENESS OF THE BUILDING CODE REQUIREMENTS FOR SEPARATION OF FIRE-EXIT STAIRS. THE KITCHEN AND SERVICE WING ARE IN PROPER POSITION. THE DORMITORY IS ALSO IDENTICAL TO THAT OF CURTIS' IN PLOT PLACEMENT AND INTERNAL ARRANGEMENT, HOWEVER ITS DETAIL IS, SURPRISINGLY, DIFFERENT.

THIS CARE OF SIMILARITY OF PROBLEMS FROM A SINGLE SCHOOL IS NOT UNIQUE, THE JURY WAS FULLY AWARE OF "IDENTICAL-TWIN" DESIGNS FROM SEVERAL OF THE OTHER PARTICIPATING SCHOOLS. WITH 125 DRAWINGS, THE CONTESTANTS MIGHT ASSUME THAT THE SHUFFLING AND NAME COVERING OF SUBMISSIONS WOULD OBSCURE SUCH RESEMBLANCES. EXPERIENCES OF PREVIOUS JURIES, IN ADDITION TO THIS ONE, CONSISTENTLY DISPROVE SUCH AN ASSUMPTION, AND IT IS PROPER THAT THIS BE NOTED IN A REVIEW. DESPITE THEIR IDENTITY THESE TWO DRAWINGS WERE IN THE UPPER BRACKET OF QUALITY AND WERE, THEREFORE, AWARDED RECOGNITION.

A.MCHENRY, UNIVERSITY OF ILLINOIS - FIRST MENTION: PARTICULAR INTEREST AND CONSIDERATION WAS GIVEN TO THIS SOLUTION WHICH WAS BASED WHOLLY UPON A SINGLE STORY SYSTEM OF INTERRELATED UMBRELLA STRUCTURES; THESE FORMED A PLAN PATTERN (NOT UNLIKE A MUSHROOM COLONY) WHICH WAS DERIVED FROM THOROUGH SITE PLANNING AS WELL AS SOUND SITE UTILIZATION.

SUMMARY OF AWARDS:

5 FIRST MENTION PLACED 5 FIRST MENTION 58 MENTION 57 NO AWARD
125 TOTAL SUBMITTED

OKLAHOMA A. & M. COLLEGE: FIRST MENTION- G.O'BRIEN. MENTION- W.BUFFINGTON, A.K.CLEMENT, B.R.COLEY, C.S.DELANEY, D.E.FAHLER, E.R.HOERMANN, F.M.HOLMES, J.W.KULAS, J.E.MYRDA, V.M.PILAND,JR.

PRINCETON UNIVERSITY: FIRST MENTION PLACED- W.H.AHRENS, J,A.CURTIS, K.A.UNDERWOOD. FIRST MENTION- R.E.FORREST. MENTION- W.H.FUNK, P.B.HOLT,III, E.B.REED.

UNIVERSITY OF ILLINOIS, URBANA: FIRST MENTION PLACED- H.HESTRUP, FIRST PRIZE, J.K.VIKS, SECOND PRIZE, FIRST MENTION- A.MCHENRY, B.M.ORDLOCK, E.A.WENDELL. MENTION- L.W.BONESZ, G.L.CALHAMER, J.H.CANNON, T.W.CLARIDGE, W.F.DOEMLAND, H.DUFER, J.P.EBERHARD, D.R.ENGBLAD, R.D.EVANS, W.J.GAVIN, P.H.HALVERSON, H.J.IVERSEN, D.KAMINSKI, W.A.KELLY,JR., C.KIRCHNER, D.J.KURKA, T.E.KURZ, W.K.LOCKARD, M.S.MARKOWSKI, C.J.MCALLISTER, W.J.MCCLEARY, R.M.ORTINAU, W.PATTON, P.E.PULLIAM, J.J.SCHALK, H.E.SCHERSTEN, C.SPEAR, D.P.STEFFENS, L.STEINBRENNER, D.J.STEINGISSER, J.VOSKA, T.WAGGONER, R.J.WISHER, F.ZANCANELLA, J.B.ZWACK.

UNIVERSITY OF ILLINOIS, NAVY PIER, CHICAGO: MENTION- E.F.BLICHARSKI.

UNIVERSITY OF KENTUCKY: MENTION- B.F.ROMANOWITZ, G.L.WHITE.

UNIVERSITY OF NOTRE DAME: MENTION- R.LYNCH.

WESTERN RESERVE UNIVERSITY, CLEVELAND: MENTION- W.H.COLLINS, W.P.HOWARD, N.J.HUDDLE, A.LAWRENCE,JR., G.A.VANDERSLUIS, H.VISNAPUU.

INDEX OF REPRODUCTIONS:

CLASS B PROBLEM IV - A SUMMER ART COLONY
KENNETH M. MURCHISON PRIZE - JUNE 9, 1951, ALBANY, N.Y.

85. H.HESTRUP, UNIVERSITY OF ILLINOIS FIRST PRIZE, 1ST MENTION PLACED

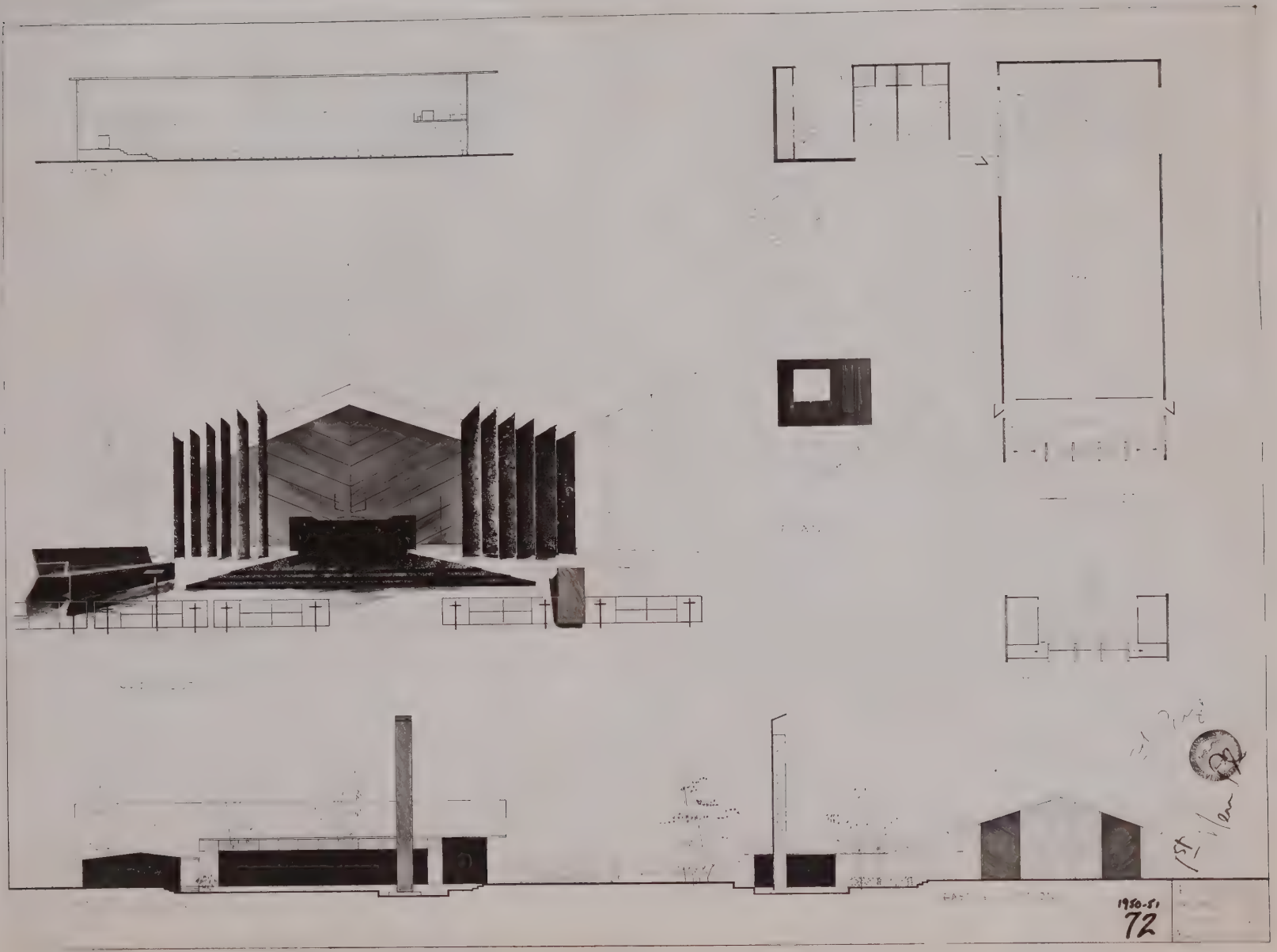
86. J.K.VIKS, UNIVERSITY OF ILLINOIS SECOND PRIZE, 1ST MENTION PLACED

87. J.A.CURTIS, PRINCETON UNIVERSITY 1ST MENTION PLACED

88. W.H.AHRENS, PRINCETON UNIVERSITY 1ST MENTION PLACED

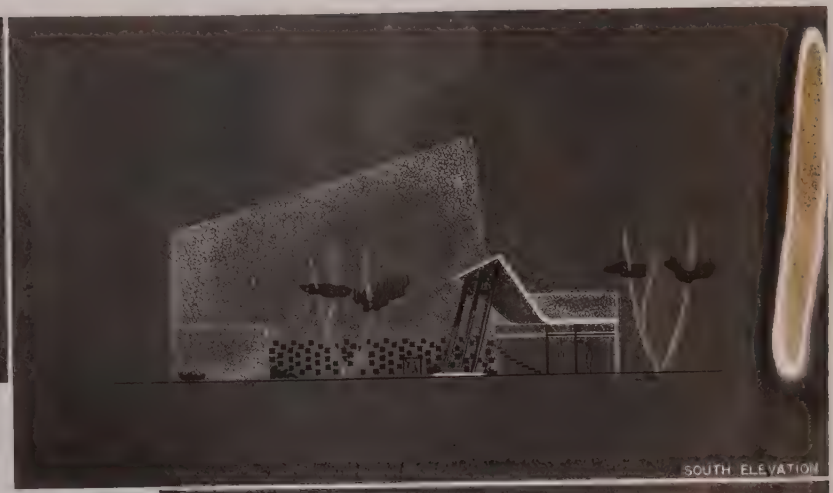
89. K.A.UNDERWOOD PRINCETON UNIVERSITY 1ST MENTION PLACED

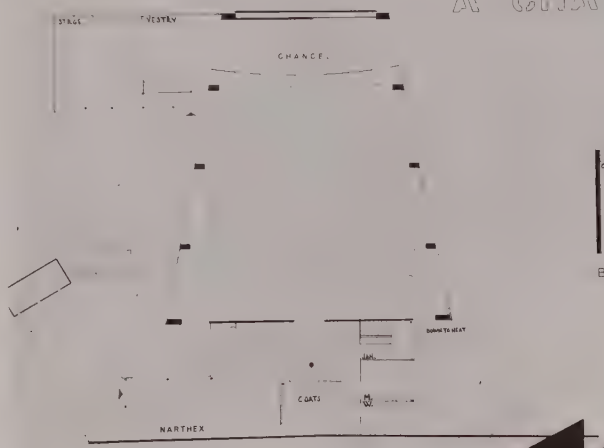
70

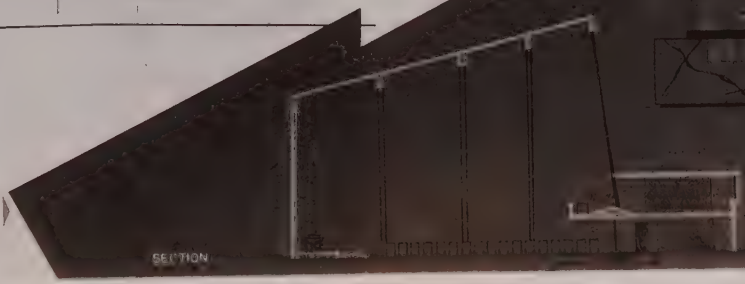

1950-51
72

A CHAPEL

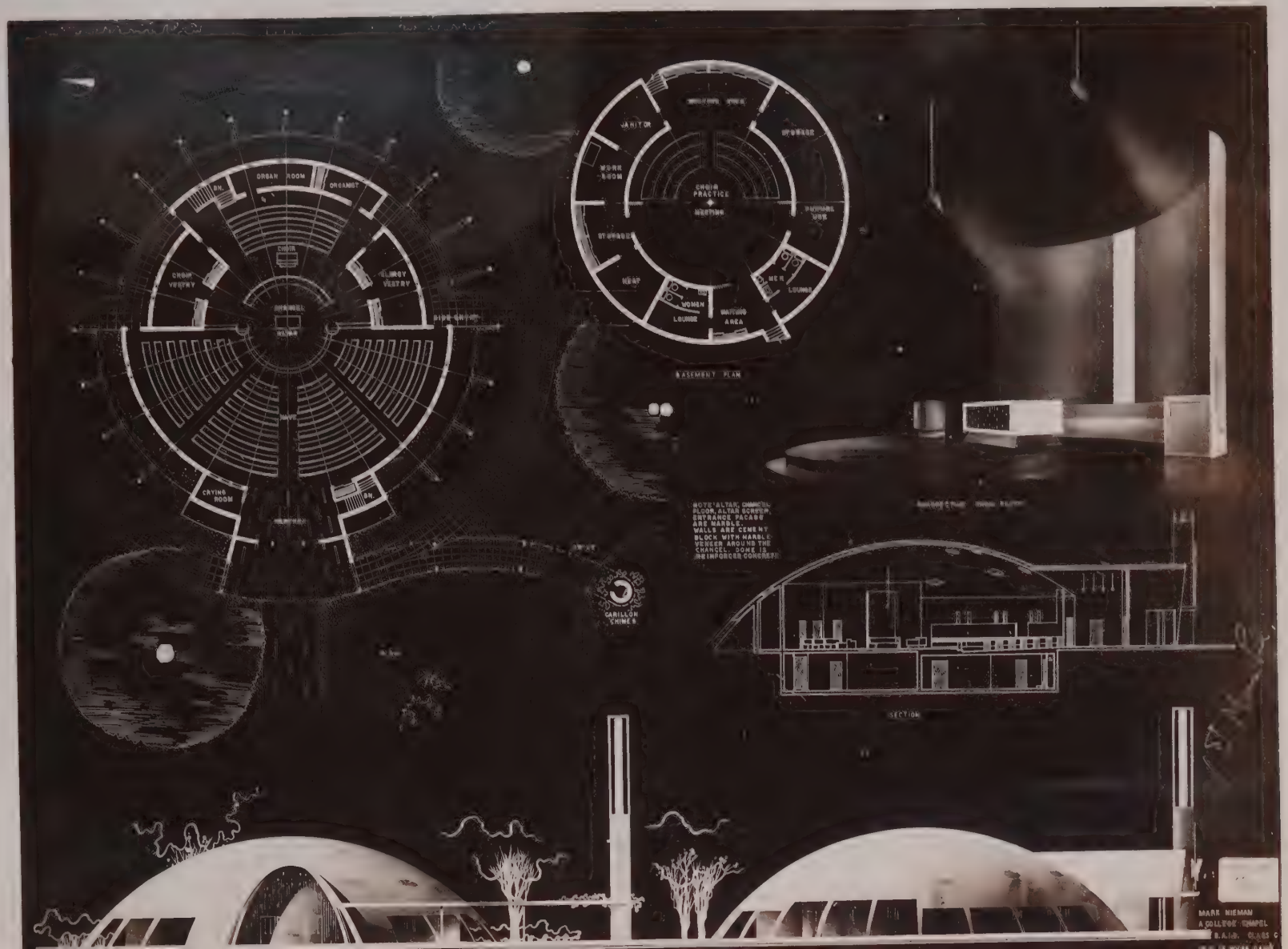

EAST ELEVATION

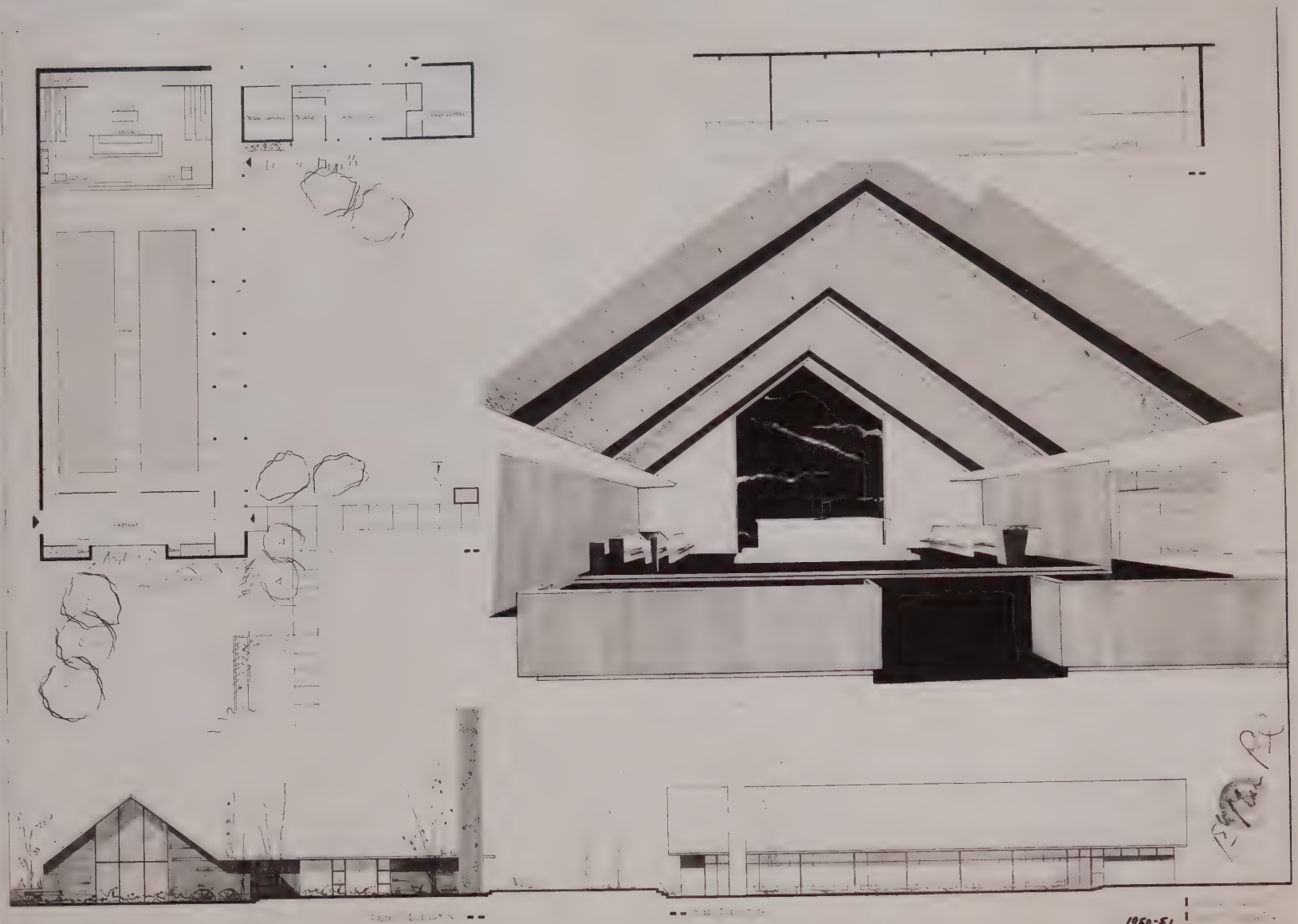

SOUTH ELEVATION


STAGE
VESTRY
CHANCEL
BALCONY
COATS
NARTHEX
N
PLAN

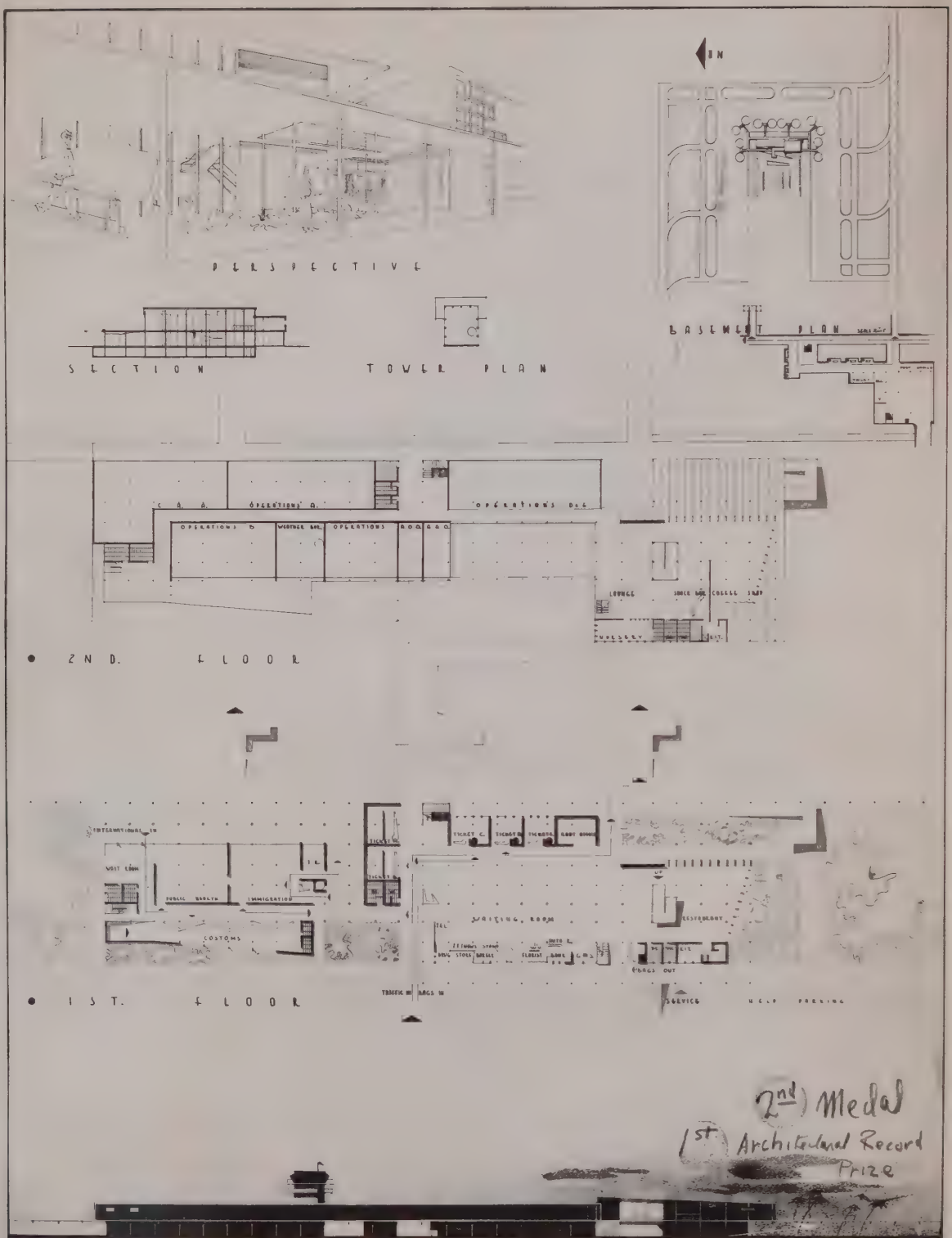

SECTION


PERSPECTIVE


ORGAN ROOM
ORGANIST
CHOIR
CHOIR VESTRY
CLERGY VESTRY
NAVE
CRYING ROOM
JANITOR
WORK ROOM
STORAGE
CHOIR PRACTICE
MEETING
STORAGE
HEAT
WOMEN LOUNGE
WAITING AREA
MEN LOUNGE
BASEMENT PLAN
NOTE: ALTAR, CHANCEL FLOOR, ALTAR SCREEN, ENTRANCE FACADE ARE MARBLE. WALLS ARE CEMENT BLOCK WITH MARBLE VENEER AROUND THE CHANCEL. DOME IS REINFORCED CONCRETE.
CARILLON CHIMES
SECTION
MARK NIEMAN
A COLLEGE CHAPEL



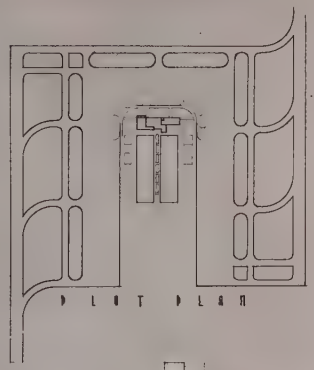
1950-51
75


PERSPECTIVE
SECTION
TOWER PLAN
BASEMENT PLAN
2ND. FLOOR
1ST. FLOOR
EAST ELEVATION
2nd) Medal
1st) Architectural Record Prize

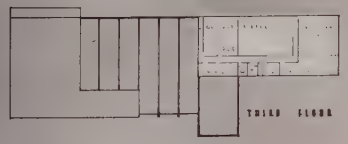
1950-51
76

E A S T E L E V A T I O N

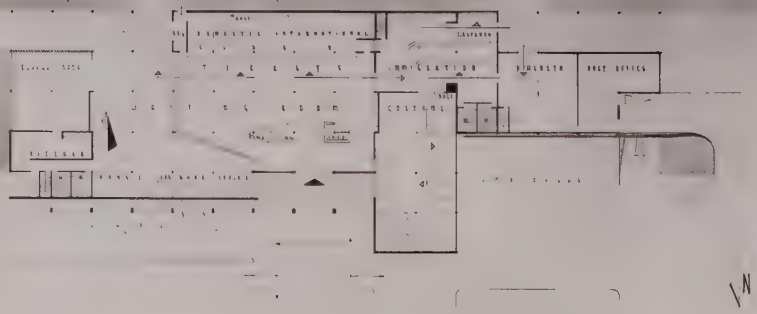
S E C T I O N



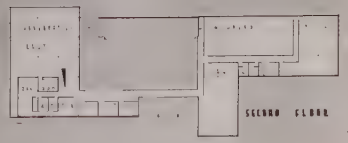
P L O T P L A N



THIRD FLOOR



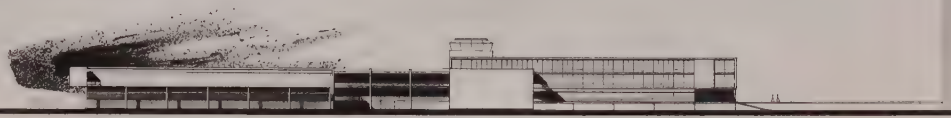
F I R S T F L O O R



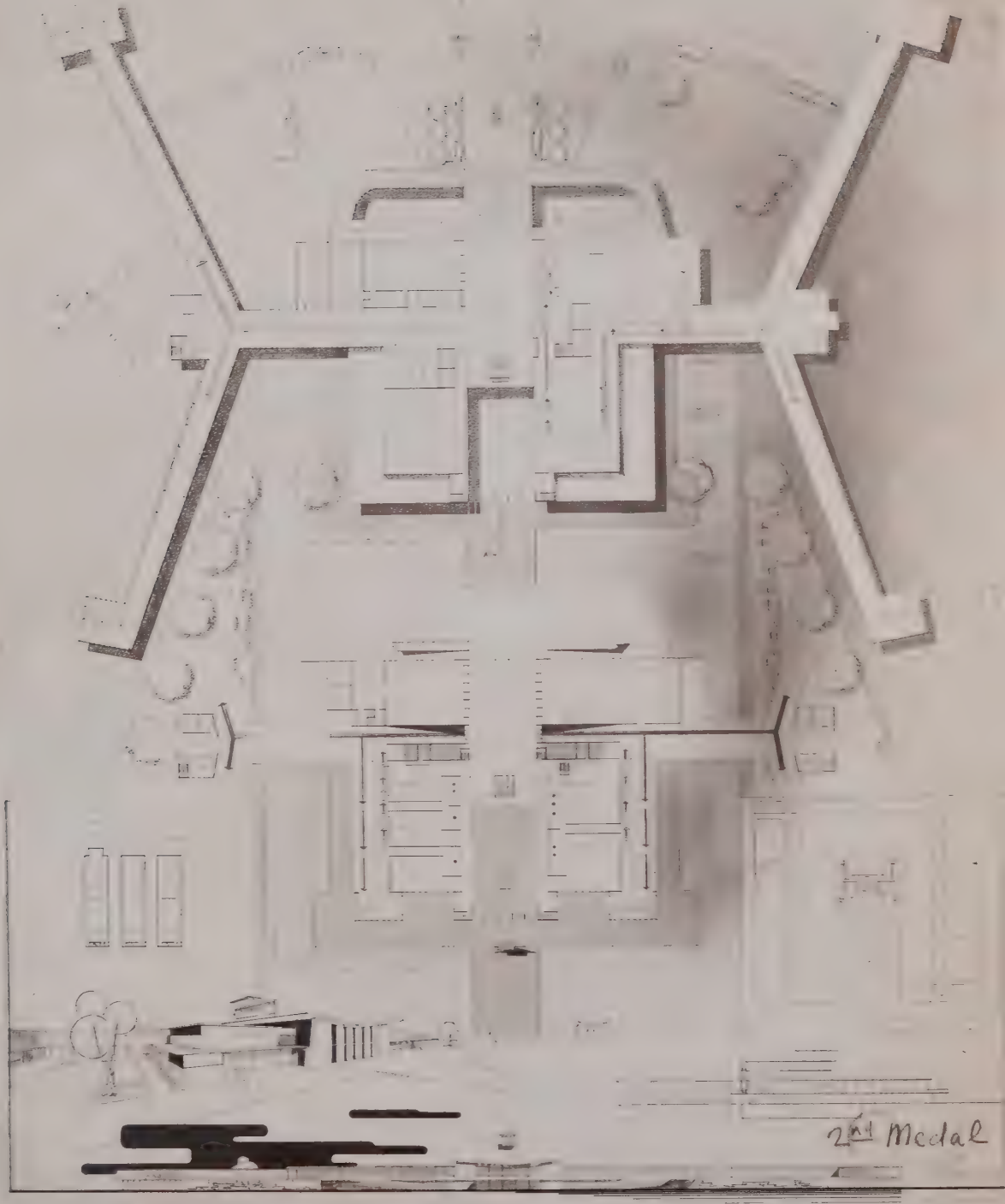
SECOND FLOOR

BASEMENT FLOOR

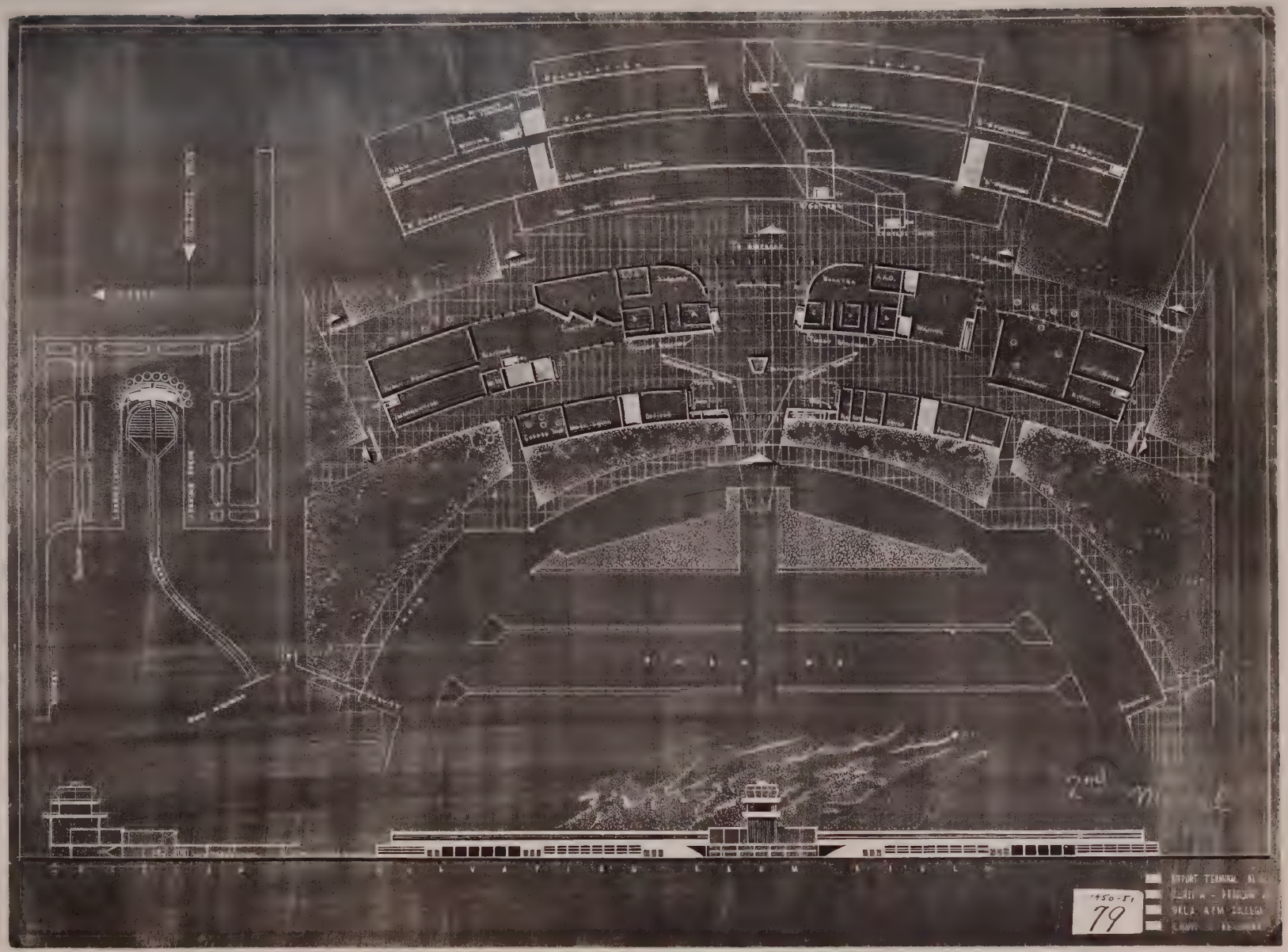
2nd Architectural Record Prize
2nd Medal

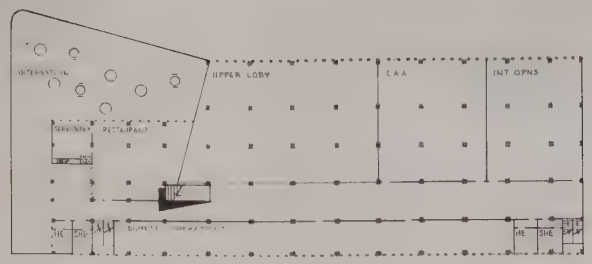


W E S T E L E V A T I O N



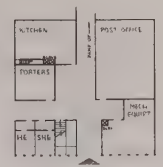
1950-51
78


1950-51
79

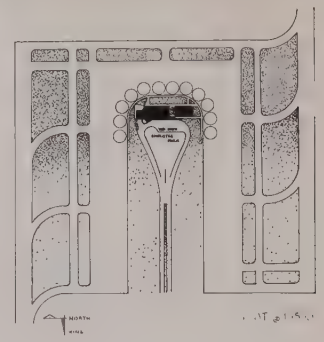


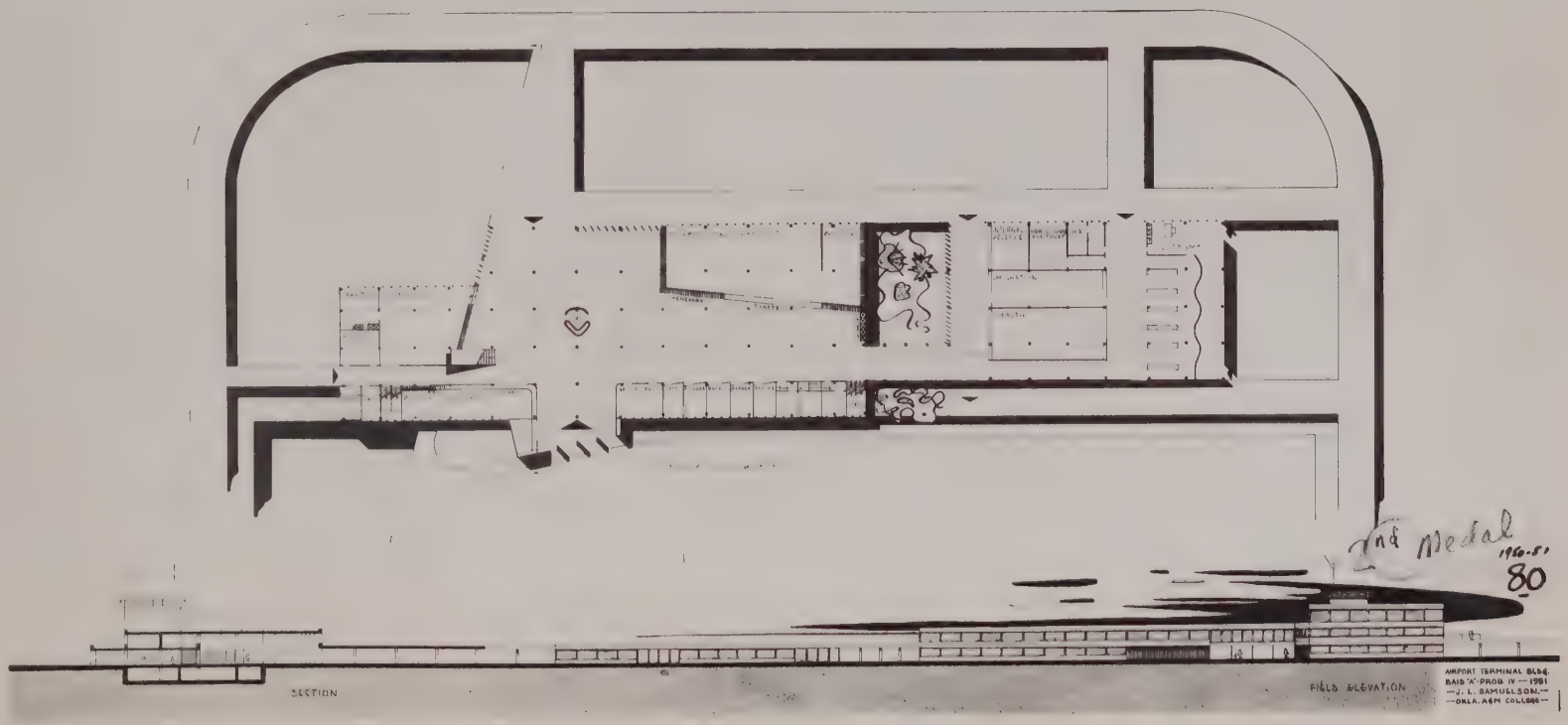
3RD FLOOR

TOWER



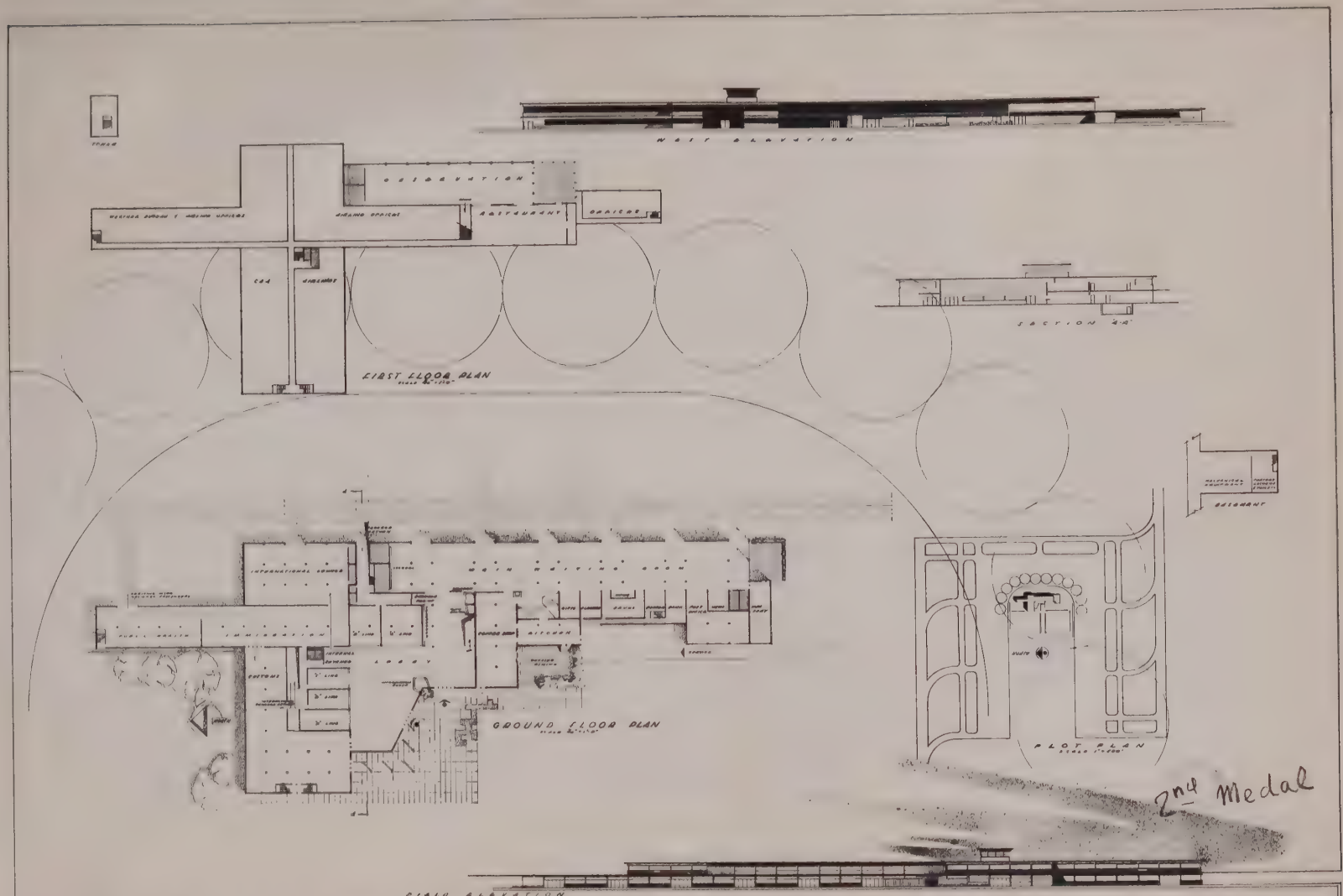
BASEMENT



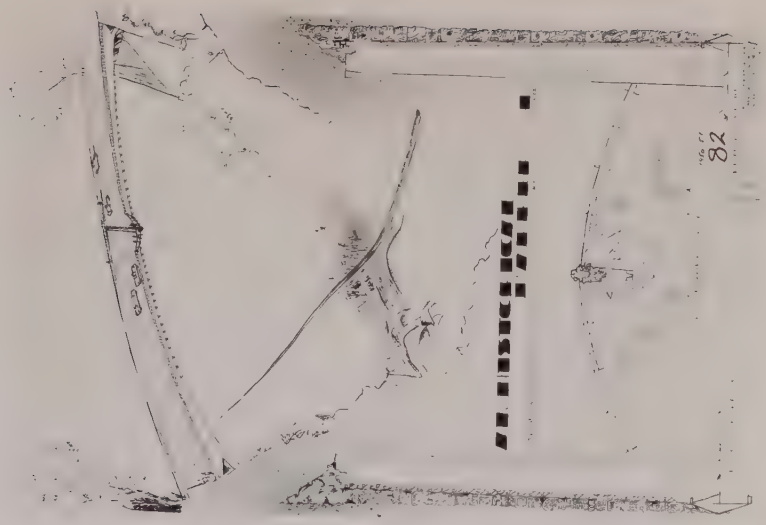


2nd Medal 1960-61
80

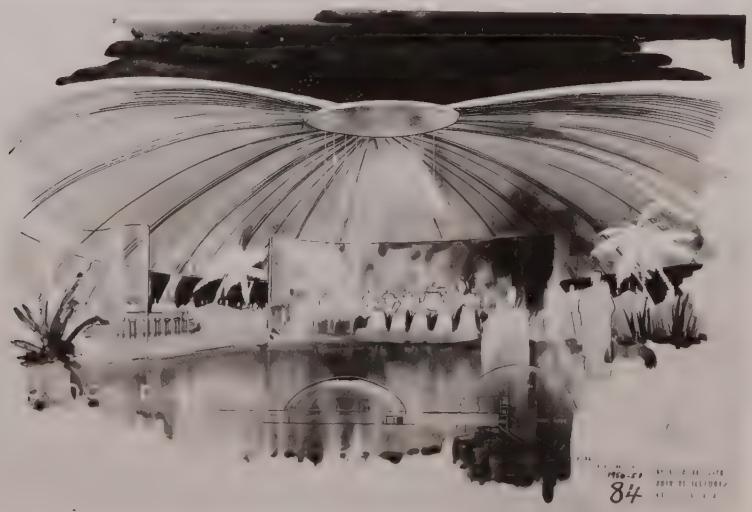
AIRPORT TERMINAL BLDG.
BAID "A"-PROB IV -- 1961
--J. L. SAMUELSON.--
--OKLA. A&M COLLEGE--



ARCHITECTURAL RECORD PRIZE


82

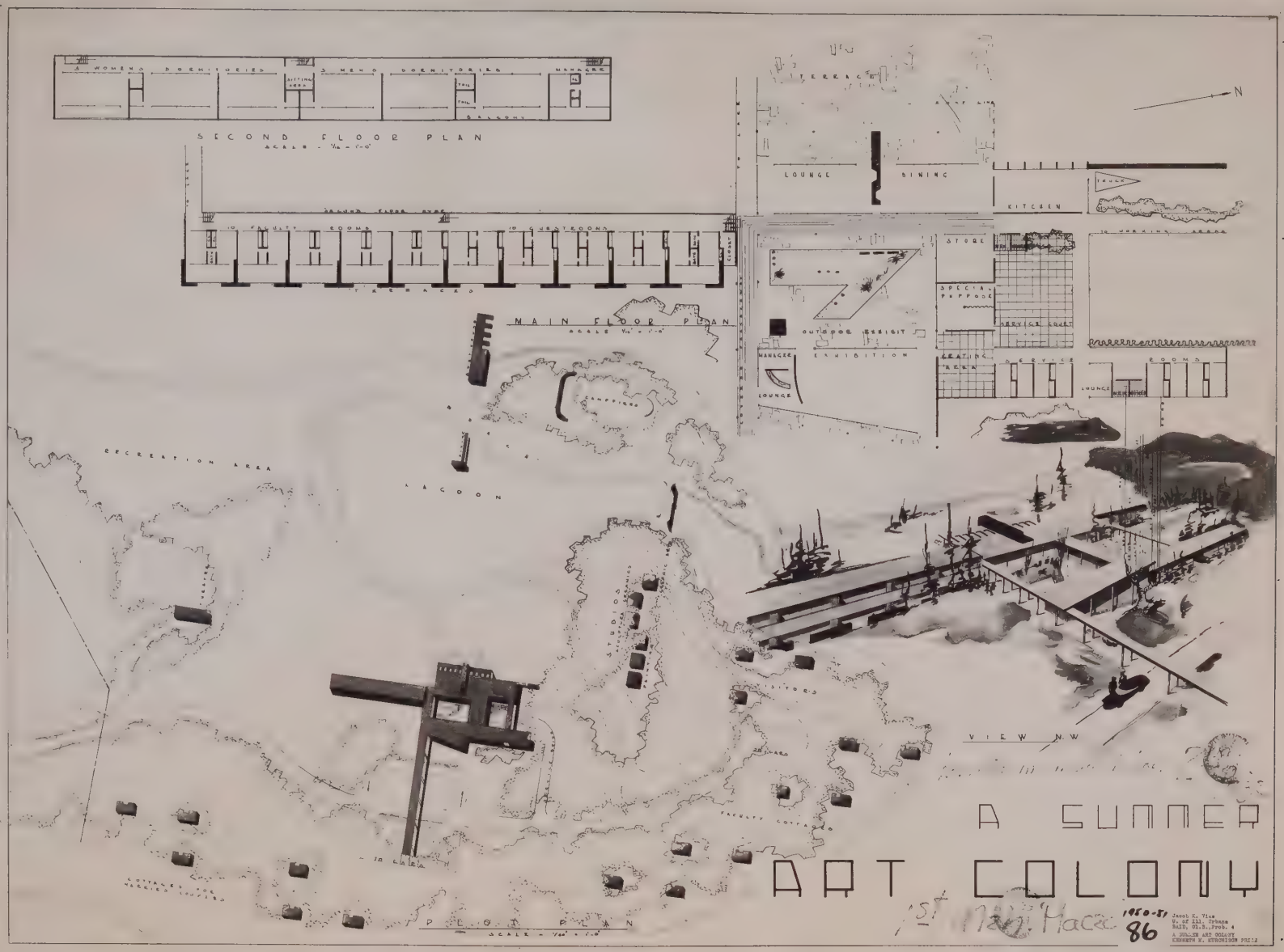

85


84

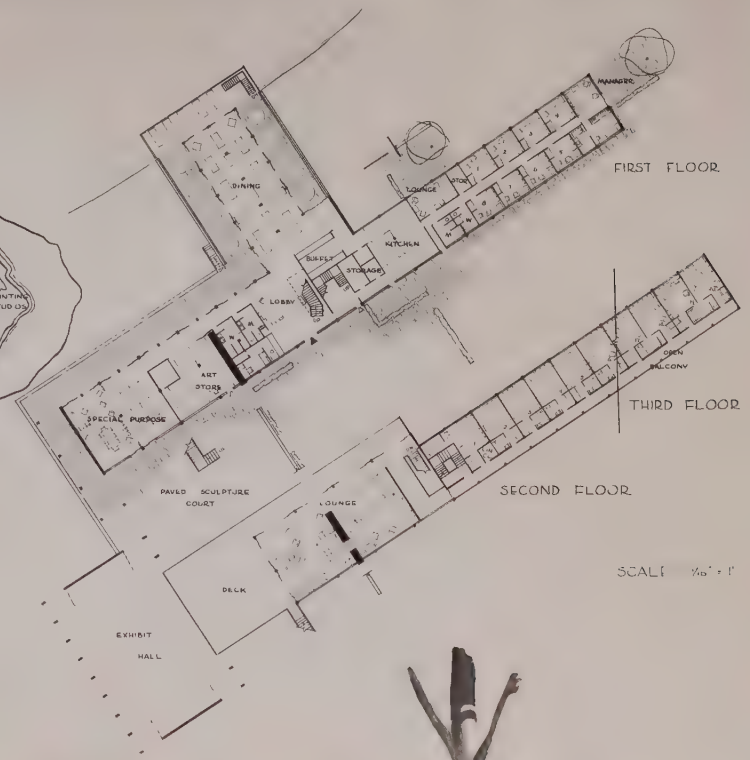
Kenneth M. Murchison

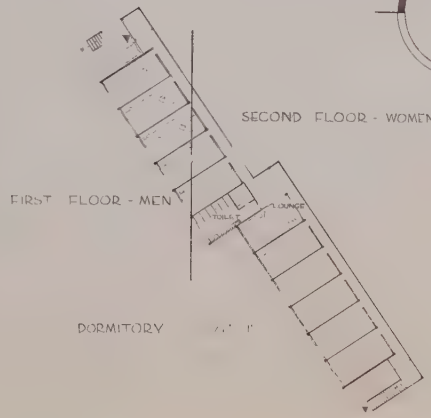
Meyton Pierce

1950-51
85

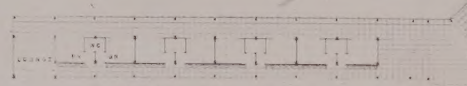

SECOND FLOOR PLAN
MAIN FLOOR PLAN
PLOT PLAN
LOUNGE
DINING
KITCHEN
STORE
SPECIAL PURPOSE
SERVICE COURT
OUTDOOR EXHIBIT
EXHIBITION
LOUNGE
SERVICE ROOMS
RECREATION AREA
LAGOON
STUDIOS
FACULTY COTTAGES
VIEW NW
N
A SUMMER
ART COLONY
1st Prize Hacc.
1950-51
86
Jacob C. Vice
U. of Ill. Urbana
Bald. Gil.S.,Prob. 4
A SUMMER ART COLONY
KENNETH M. SUNDISON FOLIO


RECREATION AREA
BOAT HOUSE
MARRIED COUPLE
FACILITY
DORMITORY
INN
EXHIBIT
VISITORS
THEATRE
PAINTING STUDIOS
PARKING
SCALE


MANAGER
FIRST FLOOR
DINING
LOUNGE
KITCHEN
BUFFET
STORAGE
LOBBY
ART STORE
SPECIAL PURPOSE
PAVED SCULPTURE COURT
LOUNGE
DECK
EXHIBIT HALL
OPEN BALCONY
THIRD FLOOR
SECOND FLOOR
SCALE


SECOND FLOOR - WOMEN
FIRST FLOOR - MEN
TOILET
LOUNGE
DORMITORY

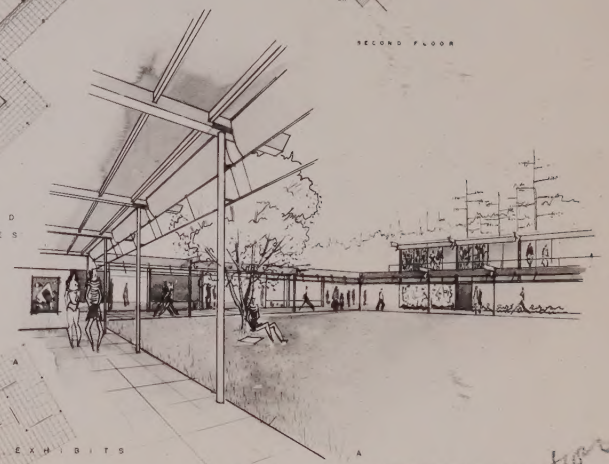
PLOT PLAN SCALE 1"=100'



PLAN OF INN SCALE 1/16"=1'-0"

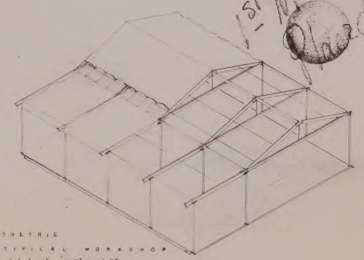
NORTH

SECOND FLOOR



A
PERSPECTIVE: LIVING AND EXHIBITS

B
PERSPECTIVE
LOUNGE & EXHIBITS

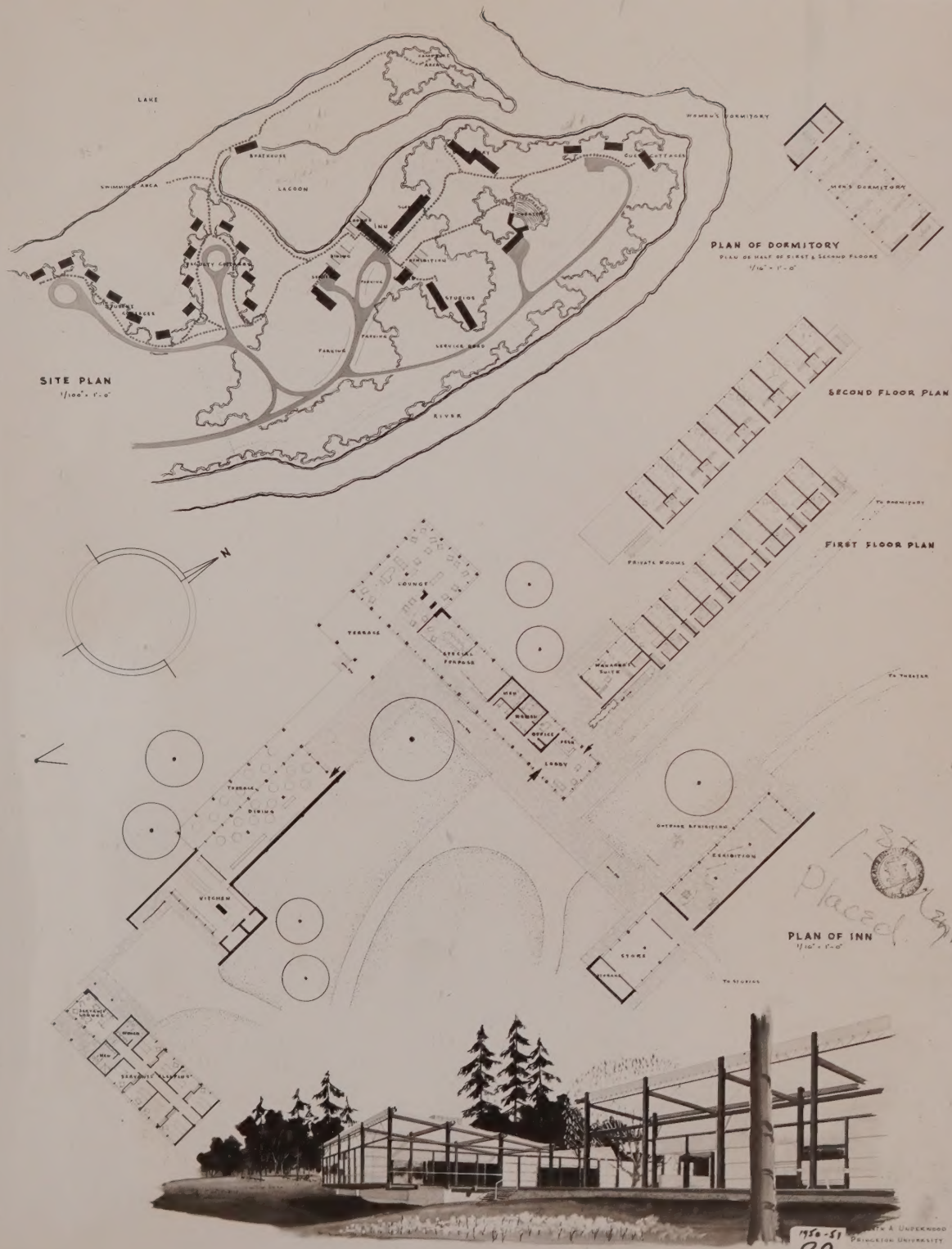


ISOMETRIC
TYPICAL WORKSHOP
SCALE 1/8"=1'-0"

1st Mention
Award

A50-51
88

A SUMMER ART COLONY
CLASS B PROBLEM 4
WILLIAM H. AHRENS
PRINCETON UNIVERSITY
MAY 4 1951


LAKE
BOATHOUSE
LAGOON
SWIMMING AREA
WOMEN'S DORMITORY
CUSTOM COTTAGES
MEN'S DORMITORY
PLAN OF DORMITORY
PLAN OF HALF OF FIRST & SECOND FLOORS
1/16" = 1'-0"
SITE PLAN
1/100" = 1'-0"
PARKING
STUDIOS
SERVICE ROAD
RIVER
SECOND FLOOR PLAN
FIRST FLOOR PLAN
PRIVATE ROOMS
LOUNGE
TERRACE
SPECIAL TERRACE
MEN
WOMEN
OFFICE
LOBBY
DINING
KITCHEN
EXHIBITION
STORE
PLAN OF INN
1/16" = 1'-0"
N
Placed
1950-51
89
Smith & Underwood
Princeton University
Class B - Problem 4
A Summer Art Colony